The Hong Kong Daily Press.

No. 5227 號七十二百二千五第 日七初月七年戊申治同 HONGKONG, TUESDAY, 18TH AUGUST, 1874. 二拜禮 發八十月八英 港香 [PRICE $2½ PER MONTH.

Arrivals.

August 15, DANUBE, British steamer, 561, Hopkins, Bangkok August 5th, General.—TACK-MEE.

August 17, ONWARD, British ship, 606, Stimson, Sydney July 1st, Coals.—ROZARIO & Co.

Departures.

August 17, HECTOR, str., for Shanghai.
August 17, FORMOSA, str., for Manila.
August 17, CHINA, str., for Ningpo and Shanghai.

Clearances.

AT THE HARBOUR MASTER'S OFFICE, AUGUST 17th.

China, str., for Ningpo and Shanghai.
Hector, str., for Shanghai.

Passengers.

ARRIVED.

Per *Danube*, str., from Bangkok:—
Mr. Barnes and 56 Chinese.
Per *Onward*, from Sydney:—
5 Chinese.

DEPARTED.

Per *China*, str., for Ningpo and Shanghai:—
20 Chinese.
Per *Hector*, str., for Shanghai:—
1 Cabin.

Reports.

The British steamship *Danube* reports left Bangkok on August 5th. Had moderate S.W. monsoon to the Paracels; after which light winds and rain to arrival. Off Cape Varela spoke the British ship *Janet Ferguson* from Manila, bound to London, 10 days out.

The British ship *Onward* reports left Sydney on the 1st of July, with Northerly winds, blowing hard for 3 days; sighted Lord Howe's Island on the 5th July; got then S.E. trades on the 9th, in lat. 21 S., took them on the 12th, in lat. 12 S.; from thence light airs and calms until the 2nd of August; fell in with fine breeze from the Westward, which carried us to 18 N.; since then experienced light Easterly winds until arrival. Crossed the Equator on the 30th of July; passed the Island of Babuyan on Thursday 13th.

Vessels Expected at Hongkong.

(Corrected to Date.)

Vessel's Name.	From.	Date.
Deoganna	Cardiff	Jan. 15
Alejandro	New York	Feb. 10
Frances	Shields	Feb. 19
Aracan	London	March 3
Atlantic	Penarth	March 21
Dan	Cuxhaven	April 5
Cleopatra	Penarth	April 8
North American	Liverpool	April 20
Sir Harry Parkes	London	May 10
W. G. Platten	Cardiff	May 12
Falcon	London	May 23
Frederick Tudor	Cardiff	May 29
Eugenie	Cardiff	June 2
Hopewell	London	June 4
Kinfauns Castle	London	June 13
Caranjah	Cuxhaven	June 13
Marina	Penarth	June 18
Stefano	Penarth	June 20
Lord Macaulay	Liverpool	June 23
Beemah	London	June 24
Canton	Palmouth	June 26
Hamilton	Cardiff	June 29
Chinaman	London	July 10

Auction Sales To-day.

H. N. MODY,
At 12 noon,
Malwa Opium.

F. KRUPP'S CAST STEEL WORKS, ESSEN (GERMANY.)
SOLE AGENT FOR CHINA AND JAPAN,
F. PEIL,
tf 1671 *Hongkong, Shanghai, Cologne (Germany.)*

THE SECOND COLONIAL SEA AND FIRE INSURANCE COMPANY OF BATAVIA.

THE Undersigned, having been appointed Agents in Hongkong for the above Company, call SPECIAL ATTENTION OF SHIPPERS to the low rates of premium charged for all steamer risks, besides which a Brokerage of THIRTY-THREE and ONE-THIRD PER CENT. (33⅓ %) will be allowed on risks to ports in China, Japan, the Philippines, and the Straits. On risk to all other ports the Brokerage will be FIFTEEN PER CENT. (15 %) only.

SIEMSSEN & Co., *Agents.*
tf 1028 Hongkong, 1st July, 1874.

YANGTSZE INSURANCE ASSOCIATION OF SHANGHAI.

NOTICE.

ON and after this date the above Association will allow a Brokerage of THIRTY-THREE and ONE-THIRD PER CENT. (33⅓ %) on Local Risks only.

RUSSELL & Co., *Agents.*
tf 877 Hongkong, 4th June, 1874.

COMMERCIAL UNION ASSURANCE COMPANY.

THE Undersigned, Agents at Hongkong for the above Company's Fire Department, are prepared to GRANT POLICIES against FIRE to the extent of $10,000 on Buildings, or on Goods stored therein, at current rates, subject to an immediate discount of Twenty per cent.

THE BORNEO COMPANY, LIMITED.
1y 790 Hongkong, 20th May, 1874.

OFFICE OF THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE.

ON and after this date the above Company will allow a Brokerage of THIRTY-THREE and ONE-THIRD PER CENT. (33⅓ %) on Local Risks only.

AUGUSTINE HEARD & Co., *General Agents.*
tf 876 Hongkong, 4th June, 1874.

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant Policies against Fire to the extent of $60,000 on any one

FIRST-CLASS RISK,

at Current Rates.

A RETURN OF TWENTY PER CENT. (20 %) will be made on the premium charged on all Insurances, such RETURN being payable on the issue of the Policy.

GIBB, LIVINGSTON & Co., *Agents,*
Imperial Fire Insurance Company.
333 Hongkong, 1st March, 1874.

LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE.
137, LEADENHALL STREET, LONDON
ESTABLISHED 1843.

THE Undersigned is authorised to accept risks on behalf of this Office, by First Class Steamers and Sailing Ships.

A. McIVER, *Agent,*
tf Hongkong, 1st July, 1867.

Banks.

THE ANGLO-CALIFORNIAN BANK, (LIMITED.)
412, CAL'A ST., SAN FRANCISCO, CALIFORNIA.

London Office.....3, *Angel Court.*
New York Agents, J. & W. SELIGMAN & Co., 21, *Broad Street.*

AUTHORIZED
CAPITAL STOCK.....$6,000,000.

WILL receive Deposits, open Accounts, make Collections, buy and sell Exchange and Bullion, loan Money, and issue Letters of Credit available throughout the world.

FRED. F. LOW, IGN. STEINHART, } *Managers.*
1y 1687]

COMPTOIR D'ESCOMPTE DE PARIS.

INCORPORATED by National Decrees of 7th and 8th March, 1848, and by Imperial Decrees of 25th July, 1854, and 31st December, 1866.

RECOGNISED BY THE INTERNATIONAL CONVENTION OF 30TH APRIL, 1862.

	Francs.	*£ Sterling.*
PAID-UP CAPITAL.....	80,000,000	3,200,000
RESERVE FUND.....	20,000,000	800,000

HEAD OFFICE.—14, Rue Bergère, Paris.
LONDON AGENCY.—144, Leadenhall Street, E.C.
AGENCIES.—At Nantes, Lyons, Marseilles, Roubaix, Brussels, Alexandria, Bombay, Calcutta, Hongkong, Shanghai, Saigon, Saint Denis (Ile de la Réunion,) and Yokohama.

LONDON BANKERS—UNION BANK OF LONDON.

HONGKONG AGENCY.

Interest Allowed

On current deposit accounts at the rate of 2 %, per annum on the monthly minimum balances.

On Fixed Deposits:
For 3 months 2 %, per annum.
" 6 " 3 %, " "
" 12 " 4 %, " "

A. PHILIPPE,
Acting Manager.

Offices in Hongkong: Bank Buildings, Queen's Road.
876 Hongkong, 22nd July, 1874.

HONGKONG & SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL.....5,000,000 of Dollars.
RESERVE FUND.....1,000,000 of Dollars.

Court of Directors:—
Chairman—W. H. FORBES, Esq.
Deputy Chairman—The Hon. R. BOWETT.

Ad. Andri, Esq.	E. Hoppius, Esq.
E. S. Bellios, Esq.	Thos. Tyler, Esq.
J. S. Cordes, Esq.	S. D. Sassoon, Esq.
A. F. Heard, Esq.	

Chief Manager.
Hongkong—James Greig, Esq., *Manager.*
Shanghai—Ewen Cameron, Esq.
London Bankers—London and County Bank.

HONGKONG.
INTEREST ALLOWED.
On Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.
On Fixed Deposits:—
For 3 months 2 per cent. per annum.
6 " 4 " "
12 " 5 " "
LOCAL BILLS DISCOUNTED.
Credits—granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts—granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

JAMES GREIG, *Chief Manager.*

Offices of the Corporation,
No. 1, Queen's Road East,
Hongkong, 8th August, 1874.

THE QUEENSLAND NATIONAL BANK, LIMITED.
Incorporated under the Companies Act, 1863.

CAPITAL, £500,000.

HEAD OFFICE, BRISBANE.
DIRECTORS:
HON. F. H. HART, M.L.C., Chairman.
HON. A. B. BUCHANAN, M.L.C.
HON. THOS. M'ILWRAITH, M.L.A.
AUDITORS:
FREDERICK ORME DARVALL, Esq.
W. F. DIGBY, Esq.
GENERAL MANAGER:
E. R. DRURY.
BRANCHES:
BEENLEIGH.
CHARTERS TOWERS.
COOKTOWN.
GYMPIE.
MARYBOROUGH.
MILLCHESTER.
ROCKHAMPTON.
ROMA.
STANTHORPE.
TOOWOOMBA.
TOWNSVILLE.
AGENTS IN LONDON:
THE UNION BANK OF LONDON;
THE NATIONAL BANK OF AUSTRALASIA.
AGENTS IN NEW SOUTH WALES:
THE CITY BANK.
THE MERCANTILE BANK OF SYDNEY.
AGENTS IN VICTORIA, SOUTH AUSTRALIA, AND WESTERN AUSTRALIA.
THE NATIONAL BANK OF AUSTRALASIA.
AGENTS IN NEW ZEALAND:
THE BANK OF NEW ZEALAND.
AGENTS IN NEW YORK:
MESSRS. LAIDLAW & CO.
AGENTS IN SAN FRANCISCO:
THE BANK OF CALIFORNIA.
AGENTS IN INDIA AND THE EAST:
THE ORIENTAL BANK CORPORATION.
6m 1139] [July 21, 1874.

NOTICE.

ON and after this date the undermentioned Local Insurance Offices will charge the following Rates of Premium per Steamers, *via* Suez Canal, being those now current in London.

W.A. F.P.A.

HANKOW to LONDON:—

TEA per Mail Steamers	2¾	2
" all other Steamers	3½	2½

SHANGHAI or FOOCHOW to LONDON:—

TEA per Mail Steamers	2¾	1½
" all other Steamers	3	2¼
SILK per Mail Steamers	1½	1¼
" all other Steamers	2¼	2

CANTON WATERS to LONDON:

TEA per Mail Steamers	1½	1¼
" all other Steamers	2½	2
SILK per Mail Steamers	1½	1
" all other Steamers	2	1½

AMOY to NEW YORK:—

TEA by Steamers	2½	2

JARDINE, MATHESON & Co.,
General Agents, "Canton Insurance Office."
N. J. EDE,
Secretary, "Union Insurance Society of Canton."
For "The North China Insurance Company,"
REGINALD D. STARKEY,
Agent.
tf 774 Hongkong, 16th May, 1874.

CHINA AND JAPAN MARINE INSURANCE COMPANY.

NOTICE.

AFTER this date, a brokerage of Thirty-three and one-third per cent. (33⅓ %) will be allowed by this Agency on risks to ports in CHINA, JAPAN, the PHILIPPINES, and the STRAITS.

On risks to all other ports, the brokerage will be ten per cent. (10 %) only.

WM. PUSTAU & Co., *Agents.*
tf 131 Hongkong, 21st January, 1874.

To be Let.

TO LET,
With immediate possession,
NO. 108, Queen's Road, OFFICE and DWELLING HOUSE, with GODOWNS attached, lately occupied by Messrs. SANDERS & Co.

DWELLING HOUSES.
Alexandra Terrace.
No. 13, Gage Street.
" 8, Gough Street.
" 19B, Hollywood Road, Water and Gas laid on.

DWELLING HOUSES,
With possession from 1st May.
No. 20, Stanley Street, formerly in the occupation of Dr. R. YOUNG.
For particulars, apply to
DOUGLAS LAPRAIK & Co.
tf 663 Hongkong, 14th April, 1874.

TO LET.
A HOUSE on Carlton Terrace, Spring Gardens. Water laid on. Terms, moderate. Apply to
LAMMERT, ATKINSON & Co.
tf 771 Hongkong, 18th May, 1874.

TO LET.
THE whole, or part, of the Residence known as "THE HERMITAGE."
Apply to
T. ALGAR,
9, *Hollywood Road.*
tf 977 Hongkong, 23rd June, 1874.

TO LET.
TWO ROOMS, No. 1, Queen's Road East.
Apply to
A. MILLAR & Co.,
Plumbers, &c.
tf 874 Hongkong, 4th June, 1874.

TO LET.
THE PREMISES at present occupied by THE CHINA FIRE INSURANCE COMPANY, Queen's Road.
Apply to
G. FALCONER.
tf 1070 Hongkong, 7th July, 1874.

TO LET,
With Possession on the 1st of March.
THE Business PREMISES and Dwelling HOUSE on Queen's Road, at present in the occupation of Messrs. LAMMERT, ATKINSON & Co. Apply to
ROBT. S. WALKER & Co.
tf 41 Hongkong, 6th January, 1874.

TO LET,
(Furnished if required.)
A THREE-STOREY Comfortable HOUSE in a respectable locality, Hollywood Road, having Nine Rooms, and a fine view of the whole Harbour. Rent moderate. Address "A." care of this paper.
tf 935 Hongkong, 16th June, 1874.

TO LET,
With Possession on 1st May.
THE OFFICE now occupied by the HONGKONG AND CHINA BAKERY Co.
Apply to the
HONGKONG DISPENSARY.
tf 526 Hongkong, 5th April, 1874.

TO LET,
With immediate possession,
THE HOUSE No. 7, Aberdeen Street. Water and Gas laid on.
Apply to
A. F. ALVES.
tf 920 Hongkong, 13th June, 1874.

TO LET,
With Possession on the 1st September.
THE Pleasant PREMISES, known as "THE HUT," at present in the occupation of J. M. ARMSTRONG, Esq.
Also,
One of the two Central HOUSES at the Albany, recently occupied by W. H. BREBETON, Esq. Immediate possession can be had.
tf 1216 Hongkong, 4th August, 1874.

TO LET,
From 1st June next.
OFFICES in Hunt's Building, Pedder's Wharf. Apply to
LAMMERT, ATKINSON & Co.
tf 782 Hongkong, 19th May, 1874.

TO LET,
With Immediate Possession.
TWO Large and very Comfortable HOUSES, Nos. 3 and 4, and a GODOWN, No. 4A, on M. Lot 65, Praya East, lately occupied by Mr. C. F. GUILD, U.S. Navy Paymaster.
Apply to
SPANISH PROCURATION,
10, *Caine Road.*
1m 1209 Hongkong, 3rd August, 1874.

TO LET,
With possession on the 1st July.
BOULDER LODGE, at present in the occupation of C. S. SHERWOOD, Esq.
Apply to
G. FALCONER.
tf 838 Hongkong, 29th May, 1874.

TO LET.
FIRST-CLASS GRANITE GODOWN on the Praya, Wanchai.
Apply to
S. E. BURROWS & SONS.
tf 1201 Hongkong, 1st August, 1874.

TO LET.
HOUSES Nos. 2, 4, and 6, in Hollywood Road, lately forming part of the "Hotel d'Europe." Apply to
DAVID SASSOON, SONS & Co.
tf 783 Hongkong, 19th May, 1874.

TO LET.
THE PREMISES situate in Queen's Road Central, known as the "CROWN AND ANCHOR TAVERN." Apply to
GILMAN & Co.
tf 834 Hongkong, 28th May, 1874.

NOTIFICATION.

RENTERS of LAND upon the British Settlement of Shamien, Canton, are Hereby Notified that the Rents upon their respective Lots fall due upon the 4th of September, 1874, and that Lots upon which Rent shall not have been paid on or previous to that date are liable to be re-entered upon in the Name of the Queen.

CHRISTOPHER THOS. GARDNER,
Acting Vice-Consul.

Her Majesty's Consulate,
Canton, 27th July, 1874. [383d 1187

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. TENNENT, Glasgow, and Messrs. DAVID CORSAR & SONS, Arbroath.

ARNHOLD, KARBERG & Co.
tf 419 Hongkong, January, 1867.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above Company, are prepared to grant Insurances as follows:—

MARINE RISKS.

Policies at current rates, payable either here, in London, or at the principal ports of India, Australia, and the East.

A BROKERAGE of THIRTY-THREE and ONE-THIRD PER CENT. will be allowed on all LOCAL RISKS.

FIRE RISKS.

Policies granted on First-class Buildings to an extent of $20,000.

A DISCOUNT of TWENTY PER CENT. (20 %) upon the current local rates will be allowed on all premium charged for insurances; such discount being deducted at the time of the issue of policy.

RUSSELL & Co., *Agents.*
1y 1 Hongkong, 1st January, 1874.

POSITIVE GOVERNMENT SECURITY LIFE ASSURANCE COMPANY, LIMITED.

CHAS. H. MORGAN, *Agent.*
1y 643 Hongkong, 18th June 1874.

Auction.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,
(On account of the concerned,)
THIS DAY,
the 18t inst., at Noon,
At the Godown of JAIRAZBHOY PEERBHOY, Esq.—
19 Chests MALWA OPIUM,
Ex S. S. "Mirzapore."
(More or less damaged by Sea Water.)
TERMS OF SALE—Cash before delivery in Mexican Dollars weighed at 7.1.7.

H. N. MODY,
Auctioneer.
1284 Hongkong, 17th August, 1874.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE OF REMOVAL.

THE Company's Office has this day been REMOVED to No. 39, Queen's Road, the Premises formerly occupied by Messrs. JARDINE, MATHESON & Co., over THE BORNEO COMPANY, LIMITED.

JAS. B. COUGHTRIE,
Secretary.
1m 1210 Hongkong, 1st August, 1874.

CHINA FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1873.

SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a list of their Contributions for the Year ending 31st December last, in order that the Distribution of *Twenty-two per cent.* (25 %) of the Net Profits reserved for Contributors, may be arranged. Returns not rendered *prior to the 31st October next*, will be adjusted by the Company, and no claims or alterations will be subsequently admitted.

JAS. B. COUGHTRIE,
Secretary.
3m 1203 Hongkong, 1st August, 1874.

VICTORIA FIRE INSURANCE COMPANY OF HONGKONG, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1873.

SHAREHOLDERS in the above Company are requested to furnish the undersigned with a list of their Contributions for the year ended 31st December, 1873, in order that the distribution of Twenty per cent. (20 %) of the Net Profits reserved for Contributors, may be arranged. Returns not rendered prior to the 31st October next, will be adjusted by the Company, and no claims nor alterations subsequently admitted.

AUGUSTINE HEARD & Co.,
Secretaries.
3m 1202 Hongkong, 1st August, 1874.

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1873.

SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a list of their Contributions for the year ending 31st December last, in order that the Distribution of TWENTY PER CENT. (20 %) of the Nett Profits reserved for Contributors may be arranged.

Returns, not rendered *prior to the 31st October next*, will be adjusted by the Company, and no claims or alterations will be subsequently admitted.

JARDINE, MATHESON & Co.,
General Managers.
4m 1029 Hongkong, 1st July, 1874.

NOTICE.

NEITHER the Captain, Owners, nor Agents of the Peruvian Ship *"Emigrante"* will be responsible for any debts contracted by the Officers and Crew of the said vessel.
tf 1042 Hongkong, 2nd July, 1874.

JOHN SKINKER, SAN FRANCISCO, CALIFORNIA.

Sole Agent on the Pacific Coast for Winchester Repeating Arms and Ammunition; Du Pont's Blasting and Sporting Powder; Lake Superior and Pacific Fuse Company's Safety Fuse. [1y 625 June 15

FOOCHOW DOCK.

PAGODA ANCHORAGE,

THE above Granite-floored DOCK has lately been LENGTHENED to 400 *feet* over all, and is now capable of receiving vessels up to 380 feet on the keel. The breadth of the Dock at the bottom is 40 feet, at the top 80 feet, and the width at the entrance is 56 feet. Depth of water on the sill 14 feet at average neap, and 17 feet at average spring tides.

The Dock has a Caisson Gate, and is pumped out by steam.

A new FOUNDRY for large iron and brass castings has recently been added.

The Machine Shop contains a 12-inch Screw Cutting Gap-lathe, Small Lathes, Drilling and Screwing Machines, Steam Saw Mill, Large Smithy, &c., &c.

Dry Godowns are on the premises, available for stowage of cargo, &c.

A large stock of Timber, Metal, and other Dock-yard Material always on hand.

Vessels docked for examination, remetalled, repurred, repairs also done in harbour; and iron ships and steamers cleaned and painted, at moderate charges. Particulars can be obtained at the Dock, or on application to the undersigned.

The Steam Tug *Weeping* is in thorough working order, and is available at all times to tow vessels to or from sea, at reasonable rates.

JOHN FORSTER & Co.
tf 1039 Foochow, 18th June, 1874.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

INCORPORATED BY ROYAL CHARTER AND SPECIAL ACTS OF PARLIAMENT.

Established 1809.

CAPITAL—£2,000,000.

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of $10,000 on any Building, or on Merchandise in the same, at the following rates, subject to a discount of 20 %.

Detached and semi-detached Dwelling Houses removed from Town, and their Contents..... ¼ per cent. per annum.
Other Dwelling Houses, used strictly as such, and their Contents..... ¼ "
Godowns, Offices, Shops, &c., and their Contents..... 1 "

SHORT PERIOD INSURANCES.

Not exceeding ten days	⅛ of the annual rate.
Not exceeding one month	¼
Above 1 month, and not exceeding 3 months	½
Above 3 months, and not exceeding 6 months	¾
Above 6 months	the full annual rate.

GILMAN & Co., *Agents.*
tf 1903 Hongkong, 8th May, 1874.

THE QUEEN INSURANCE COMPANY.

CAPITAL—TWO MILLION STERLING.

THE Undersigned having been appointed Agent for the above Company at this port, are prepared to grant Policies against Fire, to the extend of $10,000, on Buildings or on Goods stored therein.

EDWARD NORTON & Co.
tf 241 Hongkong, 22nd January, 1870.

Intimations.

THE NORTH CHINA INSURANCE COMPANY.
(ESTABLISHED 1863.)

CAPITAL—*Shanghai Taels* 2,000,000, in 1,000 *Shares of Taels* 2,000 *each.*

PAID-UP CAPITAL—*Shanghai Taels* 600,000, *or Taels* 600 *per Share.*

Payment of FIRST CALL *of Taels* 600 *per Share to be made on Allotment.*

PROVISIONAL COMMITTEE:
E. H. LAVERS, Esq., *Messrs. Gilman & Co.*
A. G. WOOD, Esq., *Messrs. Gibb, Livingston & Co.*
J. T. BRAND, Esq., *Messrs. Brand Bros. & Co.*
J. A. MAITLAND, Esq., *Messrs. Thorne Bros. & Co.*
JAMES HART, Esq., *Messrs. Turner & Co.*
C. L. GRANT, Esq., *Messrs. Adamson, Bell & Co.*

BANKERS:
THE HONGKONG AND SHANGHAI BANKING CORPORATION.

SECRETARY:
HERBERT S. MORRIS, Esq.

HEAD OFFICE:
SHANGHAI.

BRANCHES:
LONDON (23, CORNHILL, E.C.),
HONGKONG, YOKOHAMA.

AT a General Meeting held at Shanghai on the 16th June, 1874, the following Resolutions were proposed and passed unanimously:—

1st.—That a Company, to be called "THE NORTH CHINA INSURANCE COMPANY," shall be formed for a further period of three years, commencing from the 1st day of January, 1875, and terminating on the 31st day of December, 1877.

2nd.—That the present Court of Directors be elected to act as a Provisional Committee, with power to add to their number, for the purpose of drawing up a Prospectus, receiving applications for, and allotting the Shares.

The net profits of the Company will be divided amongst the Shareholders in the following ratio, viz.:—

One-third (33⅓ %) in proportion to the number of Shares held by each.
Two-thirds (66⅔ %) as bonus on premium paid by Shareholders.

Power will be taken under the Deed of Settlement to register the Company, and establish it on a permanent basis, in lieu of a triennial copartnership, at any period during the term, should the "Joint Stock Companies' Act" be made applicable to Companies in Shanghai.

Notice is hereby given that applications for Shares in the undermentioned form will be received at the Offices of the Company or through its Agents, at the several Ports in the East until the 30th September, 1874, and from London until the 31st October, 1874.

FORM OF APPLICATION FOR SHARES.

To the Provisional Committee of the NORTH CHINA INSURANCE COMPANY.
(Term 1-75-77.)

GENTLEMEN,

hereby request that you will allot to shares in the above Company, and agree to accept such shares, or any less number you may allot to and agree to pay the first call of Tls. 600 per share, and all subsequent calls, and to subscribe the Deed of Settlement when required to do so.

Gentlemen,
Your obedient servant,
.....

Forms of application for Shares can be obtained at the Head Office, or by application to the Agents of the Company.
1174 Shanghai, 22nd June, 1874.

DISSOLVED PERUVIAN GUANO
PREPARED BY
OHLENDORFF & CO.,
LONDON, ANTWERP, HAMBURG, AND EMMERICH-ON-RHINE.
GUARANTEED TO CONTAIN
Nitrogen equal to 10 per cent. of Non-Volatile Ammonia.
30 " Soluble } Guano Phosphate.
4 " Insoluble }

THIS Manure is prepared from *genuine Peruvian Government Guano.* The result of its special treatment is that the Ammonia is fixed, the Phosphates in the Raw Guano rendered soluble, and the Manure brought into the condition of a free dry powder.

It loses nothing from exposure to the atmosphere, or to the heat of the sun. It is offered to the farmer with a *Guarantee* of its composition, and is, in fact, the richest and, considering the quality, the cheapest *Guaranteed Manure* at present in the market. Its fertilising properties are such as will enable the consumer to derive the greatest economical advantage from the use of Guano.

APPLICATION OF DISSOLVED PERUVIAN GUANO TO COLONIAL PRODUCE.

SUGAR CANE.—Dissolved Peruvian Guano produces strong and succulent canes, rich in crystallizable sugar, without detriment to the productive power of the land. From 3 to 4 cwts. of Dissolved Peruvian Guano per acre is a good dressing for Sugar Cane.

INDIAN CORN.—Three to 4 cwts. of Dissolved Peruvian Guano per acre exercises a powerful effect upon Indian Corn, and largely increases this crop.

RICE.—We should strongly recommend the use of 2 to 3 cwts. per acre for Rice, for, although irrigation is generally solely relied upon as a means of producing a good crop of Rice, there can be no doubt that, in addition to irrigation, 2 or 3 cwts. of Dissolved Peruvian Guano per acre will be highly beneficial.

TEA.—Judging from the limited experience at our command with regard to the manuring of Tea plantations, we confidently recommend it to planters, whose reports we shall be glad to receive.

COTTON.—The yield of Cotton has of late years been greatly increased by the use of artificial manures, containing a fair proportion of ammonia and much soluble phosphate of lime, potash, and other alkaline salts. Dissolved Peruvian Guano meets the requirements of the Cotton plant, inasmuch as it furnishes all the elements of fertility which are calculated to promote the luxuriant growth of the same. If the increase in quantity be made the chief object, 4 to 5 cwts. of Dissolved Peruvian Guano per acre will prove most advantageous; but if greater care be given to the fine quality of the Cotton, the use of 2 to 3 cwts. of Dissolved Peruvian Guano, together with 2 to 3 cwts. of mineral superphosphate, per acre, will be found to answer better.

OHLENDORFF & CO.,
OFFICES—110, FENCHURCH STREET, LONDON, E.C.
WORKS—AT PLAISTOW (NEAR VICTORIA DOCK,) LONDON, E.C.

N.B.—In applying Dissolved Guano, and, Indeed, all concentrated Artificial Manures, it is desirable to mix them with about twice their bulk of dry earth, sifted vegetable ashes, or similar substances, so as to secure an even distribution of the manure, and to prevent its coming into direct contact with the seed.

IT SHOULD ALWAYS BE KEPT DRY TO AVOID LOSS.

For further particulars, apply to
MEYER, ALABOR & Co., *Hongkong.*
tf 541 Hongkong, April 2nd, 1874.

Intimations.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given, that the Ordinary Half-yearly MEETING of the SHAREHOLDERS in this CORPORATION will be held at the CITY HALL, Hongkong, TO-MORROW, the 19th day of August current, at Three o'clock P.M., for the purpose of receiving the Report of the Court of Directors, together with a Statement of Accounts to 30th June, 1874.

By order of the Court of Directors,
JAMES GREIG,
Chief Manager.
15d 1228 Hongkong, 4th August, 1874.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given, that the REGISTERS of SHARES of the CORPORATION will be CLOSED from the 10th to the 19th day of August current, (both days inclusive), during which period no transfer of Shares can be registered.

By order of the Court of Directors,
JAMES GREIG,
Chief Manager.
15d 1229 Hongkong, 4th August, 1874.

NOTICE TO SHAREHOLDERS.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

THE Ordinary Half-yearly MEETING of the Shareholders will be held at the Office of the Company, Club Chambers, at 3 P.M. on MONDAY, the 24th August, for the purpose of receiving a Statement of Accounts to 30th June, and the Report of the Directors.

By Order of the Board,
HOBERT DUNCAN,
Secretary.
22d 1217 Hongkong, 3rd August, 1874.

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

THE Transfer Books of the above Company will be CLOSED from the 8th till the 22nd August, 1874, both days inclusive.

By order,
ROBERT DUNCAN,
Secretary.
20d 1218 Hongkong, 3rd August, 1874.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

AN Extraordinary MEETING of Shareholders in the Company will be held at the Company's New Office, 39, Queen's Road, Victoria, at half-past Three o'clock in the afternoon of TUESDAY, the 25th August instant, for the purpose of confirming the Resolution passed at the Meeting of the 11th idem.

By order,
JAS. B. COUGHTRIE,
Secretary.
15d 1262 Hongkong, 12th August, 1874.

COALS Landed and Stored by the Undersigned in the Spacious Coal-Sheds, Wanchai, lately in the occupation of Messrs. R. S. WALKER & Co.

J. J. DOS REMEDIOS & Co.
1m 1232 Hongkong, 6th August, 1874.

A. MILLAR & CO.,
HOUSE, SHIP, AND STEAMBOAT PLUMBERS,
COPPERSMITHS, BRASS-FOUNDERS,
BELL-HANGERS, AND GAS FITTERS.

Estimates, for WATER SUPPLIES from WELLS or GOVERNMENT MAINS.
Do. for WELL SINKING.
Do. for GAS SERVICES.

FOR SALE.

PLUMBERS' and GAS FITTERS' FITTINGS of all descriptions.
BATHS, Wash-hand BASINS, WATER CLOSETS, URINALS, Stop and Bib COCKS, Stench TRAPS, SOLDERS, &c.
GASELIERS, BRACKETS, LAMPS, CHIMNEYS, GLOBES.
Green, Gold, and Deep LACQUERS.
BELLS and BELL FITTINGS, GONGS and GONG FITTINGS.
Iron, Lead, Brass, and Copper PIPES.
Tin, Lead, Brass, and Copper SHEETS.
Galvanized Iron PIPES and FITTINGS, all sizes.
LIFT and FORCE PUMPS, Ships' FIRE ENGINES.
PUMPS and Pump GEAR of every description to order.
LIGHTNING CONDUCTORS Fixed.
GAS BRACKETS and CHANDELIERS repaired and relacquered.
PLUMBING and GAS FITTING REPAIRS punctually attended to.
No. 1, QUEEN'S ROAD EAST,
HONGKONG.
tf 938 22nd June, 1874.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the rate of 16 % per annum, or $6 per share, declared at the Ordinary Half-yearly Meeting of Shareholders held this day, will be payable at the HONGKONG AND SHANGHAI BANKING CORPORATION on and after TUESDAY next, the 21st instant. Shareholders are requested to apply at the Office of the Company for Warrants.

By order of the Board of Directors,
AUGUSTINE HEARD & Co.,
General Agents.
tf 1130 Hongkong, 18th July, 1874.

THE SWISS LLOYDS' TRANSPORT INSURANCE COMPANY,
WINTERTHUR.

Capital.
Co-insures with French Lloyd, Paris, Fcs. 7,000,000
AND WITH
French Company, Paris.....5,000,000

THE Undersigned, having been appointed Agents for the above Company, are prepared to grant Policies on Marine Risks to all parts of the World at Current Rates, allowing usual Brokerage.

VOGEL, HAGEDORN & Co.,
Agents.
1y 1043 Hongkong, 1st July, 1874.

NOTICE.

I HAVE Established myself at this Port as Merchant and Commission Agent.

A. MACG. HEATON.
tf 491 Hongkong, 31st March, 1874.

NOTICE.

THE Interest and Responsibility of Mr. PAUL S. FORBES, in our firm at Hongkong and China, ceased on the 1st instant.

Our partners now consist of Mr. EDWARD CUNNINGHAM, Mr. W. H. FORBES, Mr. F. B. FORBES, Mr. W. S. FITZ, Mr. JOHN M. FORBES, Jr., Mr. S. W. POMEROY, Jr., Mr. F. D. HITCH, and Mr. H. de C. FORBES.

RUSSELL & Co.
3m 941 Hongkong, 17th June, 1874.

I HAVE this day Established myself at this port, as Merchant and Commission Agent, under the style and firm of

H. B. MEYER.
tf 1233 Ningpo, 1st August, 1874.

THE Interest and Responsibility of Mr. GUSTAV HIRSBOTH in our firm, in Canton and Hongkong, cease to-day, and Mr. WILHELM ROST becomes a partner in our business from the 1st proximo.

CARLOWITZ & Co.
tf 1019 Hongkong, 30th June, 1874.

Intimations.

FOR LONDON.

THE Steamship

"LORD OF THE ISLES,"

Captain Dowdy, will leave for the above Port (calling at Singapore and Penang) on TUESDAY, the 25th instant.

For Freight or Passage, apply to
GILMAN & Co.
8d 1229 Hongkong, 13th August, 1874.

STEAM TO YOKOHAMA.

THE P. & O. S. N. Co.'s Steamship

"BEHAR"

will leave for the above place shortly after the arrival of the next English Mail.

A. McIVER,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, 18th August, 1874. [1290

STEAM TO SHANGHAI,
(Taking Cargo at through rates for NAGASAKI *and* HIOGO.)

THE P. & O. S. N. Co.'s Steamship

"BOKHARA"

will leave for the above place about 24 hours after her arrival with the next English Mail.

A. McIVER,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, 18th August, 1874. [8291

FOR LONDON.

THE A 1 British Clipper Ship

"BEAUTIFUL STAR,"

George Bilton, Master, will load here and at Whampoa, and will have immediate despatch for the

"THE CHRONICLE & DIRECTORY" FOR 1874.

NOW READY.

THIS Work, now in the TWELFTH year of its existence, is ready for delivery.

It has been compiled and printed at the *Daily Press* Office, as usual, from the best and most authentic sources, and no pains have been spared to make the work complete in all respects.

In addition to the usual varied and voluminous information, the value of the "CHRONICLE AND DIRECTORY FOR 1874" has been further augmented by a

CHROMO-LITHOGRAPH OF A PLAN OF THE CITY OF CANTON, THE FOREIGN SETTLEMENTS OF SHANGHAI,

A Chromo-Lithograph Plate of the NEW CODE OF SIGNALS IN USE AT THE PEAK,

also of

THE VARIOUS HOUSE-FLAG (*Designed expressly for this Work*)

MAPS OF HONGKONG, JAPAN, and of the THE COAST OF CHINA

ALSO, THE

NEW CODE OF CIVIL PROCEDURE—HONGKONG;

besides other local information and statistics corrected to date of publication, tending to make this work in every way suitable for Public, Mercantile, and General Offices.

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Foochow..... " RENDE & Co.
Ningpo..... " KELLY & Co., Shanghai.
Shanghai..... " HALL & HOLTZ.
" ..... " KELLY & Co.
Hankow and River Ports..... " HALL & HOLTZ and KELLY & Co., Shanghai.
Chefoo and Newchwang..... " HALL & HOLTZ and KELLY & Co., Shanghai
Tientsin and Peking..... " HALL & HOLTZ and KELLY & Co., Shanghai.
Nagasaki.....THE O. & J. TRADING CO.
Hiogo, Osaka...THE O. & J. TRADING CO.
Yokohama.....Messrs. LANE, CRAWFORD & Co.
" .....Mr. C. D. MOSS, *Japan Gazette* Office.
Manila.....Messrs. J. DE LOYZAGA & Co.
Singapore.....*Straits Times* Office.
London.....Mr. F. ALGAR, Clement's Lane.
" .....GEO. STREET, 30, Cornhill.
" .....Messrs. BATES, HENDY & Co.
San Francisco, Mr. L. P. FISHER, 21, Merchants' Exchange.
New York.....Messrs. S. M. PETTINGILL & Co 37, Park Row

The Daily Press.

HONGKONG, AUGUST 18TH, 1874.

WHILE we fully appreciate the zeal which H.E. the GOVERNOR of Macao has displayed in the capture of the thieves who made away with a portion of the telegraph wire belonging to the Eastern Extension Company, we cannot express the same admiration for his discretion. We understand that it was mainly at his instigation that the enormous sentence of fifteen years' hard labour was passed upon the junkman, his wife and children, and nobody can fail to feel that such a sentence is altogether disproportioned to the magnitude of the offence. In order to estimate it fairly we are bound to take into consideration the amount of knowledge which the perpetrators possessed, and not punish those acting in ignorance with many stripes. The facts of the case as narrated show that the junk people at first had no intention to steal the telegraph cable, but had only intended to appropriate the chain of the buoy, and that they were agreeably surprised to find the appendage of the telegraph wire hanging to what they expected would be a haul of much less value. Finding the wire, they took it as they would have taken anything else; but there was no special design to steal the telegraph wire, and certainly no knowledge on the part of the depredators of the special injury which they would inflict upon the public by so doing. The offence committed was therefore, if measured by its intent, which is always considered to be the standard by which punishments should be meted out, not more than any ordinary theft, and to punish it by such a terrible sentence as fifteen years' hard labour can hardly be considered justifiable. No doubt it is extremely necessary that the telegraph wires should be protected, and, as the original intention of the thieves was to commit a depredation, and their intention to do a wrong led them to do one which was more wrongful than they contemplated, they might very well have been punished with something more than an ordinary sentence. If for instance two years' imprisonment with hard labour had been awarded them, it would have been no doubt quite sufficient to meet the justice of the case, and to act as a deterrent against future theft of the same kind. Such a punishment as has been awarded has a somewhat unfortunate appearance of vindictiveness, and we certainly cannot sympathise in any way with those who applaud its magnitude. We are informed also, and the point is certainly one of considerable importance—that such a punishment is altogether opposed to the Law of Portugal which does not award any such punishment at all for theft of the most serious character, and if such is the fact, it seems extremely hard that the law should be so much stretched against persons who acted in ignorance of the real injury they were causing. A more moderate punishment, accompanied by a suitable warning as to the severity with which depredations would be visited in the future, would certainly have been equally effectual as a deterrent, and would have met with more sympathy on the part of the thinking portion of the public who are alive to the impolicy of stretching legal powers under any circumstances beyond reasonable bounds.

We trust that the above remarks will not be considered ungracious, seeing that the Colony is undoubtedly indebted to H.E. the GOVERNOR of Macao and the other Portuguese Authorities there for the efforts which they have made in this important matter. Some notice of the point seems called for in the interest of general justice, and it is upon those grounds only that the present observations are made. One point, which seems not to have been considered, weighs materially in favour of a less severe sentence than that which has been passed, namely, that the circumstances under which the wire was stolen were entirely exceptional, and consequently it does not follow, because the particular theft was committed, that there is serious danger of the same thing occurring again. The men only thought of committing any depredation at all on seeing the buoy placed—and this is a very different thing to any deliberate attempt at robbing the cable itself. Were it discovered that there was a likelihood of the latter, some severe warning might be called for as a deterrent, but the necessity of severity is obviously diminished by the small probability of the same set of circumstances arising again, and the consequent equally small probability of the same kind of crime being repeated.

The M. M. steamer *Tigre*, bringing on the next French mails, left Singapore yesterday.

The steamers *Achilles* and *Deucalion* are reported as having arrived in London.

News have been received stating that the Indian Mail Packets, with the 8th sales' opium, left Calcutta on the 16th instant.

The China Trans-Pacific S. S. Company have received a telegram stating that the *Vasco da Gama* left Yokohama, for this port, on the afternoon of the 15th instant.

Yesterday morning, about 2 o'clock, the roof of the portico at the house in Caine Road known as the "Hermitage" came down with a tremendous crash, which, in consequence of the stillness of the night, led many in the neighbourhood to suppose another earthquake had occurred. The police on duty thought a house had fallen.

We give further on the telegram containing the reply of the Secretary of State for India to the Parsee grievances in the late riots, and the *Times of India's* comments thereon. This reply, which admits that there was some cause for the complaints made, has been received with great satisfaction in India, and will doubtless be read with interest both by the general community as well as by the Parsee residents in Hongkong.

The following letter from Mr. H. M. Stanley to the Chief Librarian of Nottingham Free Library is not without its significance to residents in China: "You ask me if I am of the same opinion as Dr. Livingstone on the use of spirituous liquors by travellers. I answer that if a man is unaccustomed to the use of liquors at home, he is very certain not to need them in Central Africa; that if a man is accustomed to drink spirits at home, he is very certain to need them in Africa to sustain him through privation, and that he is therefore totally unfit for hard work and continued fatigue, and had better stop at home; that no drunkard can live in Africa; the fever discovers his weak point, attacks him, and kills him. I knew nothing much of this terrible recurring malady previous to my African experiences, but I had good cause before I ended my mission to know that a drunkard is least able to withstand a tropical and malarious climate."

POLICE INTELLIGENCE.

17th August.

BEFORE C. MAY, ESQ.

THE MATSHED CASE.

The case in which Cheong Amow, master of the Kwong Wa shop, was summoned for unlawfully erecting a matshed of an inflammable nature, near the Basil Mission House, to the danger of that and adjacent property, came forward on remand.

Mr. Stephens appeared for the complainant, and Mr. Brereton for the defendant.

Mr. May asked Mr. Brereton if he wished still to object to his presiding in this case, when he answered in the affirmative, and quoted to support his argument.

Mr. May ruled that having no personal interest in the case it could not be objected to his hearing it as a magistrate, simply because he was the chief of the Fire Brigade.

The case then proceeded.

The Rev. Mr. Rutchison said he was residing at West Point in 1872, when the matshed was burned down. It was 150 feet further off than the present one. No danger was done to his house, but himself and family felt the heat so much from over 300 feet that they had to retire to another part of the house. There was no wind, but he was afraid lest the wind would rise and set in that direction, and as the heat increased he took the precaution to have all his windows closed and servants ready with buckets of water. There was a bungalow between his house and the shed, and the trees there caught fire 150 feet off.

Mr. M. D. Sworie, late clerk at the P. & O. Company's Factory at West Point, said his bungalow was 200 feet from the shed of 1872, and the heat was such that he could not stand in the verandah. The leaves on all his plants were dried up. He prepared to remove, as he was afraid of a theatre between him and the fire catching fire. This was about 90 feet from his garden wall. The present one is on the same ground as the theatre then was.

Chow Ahok was then called by Mr. Brereton for the defence. He said he was a master carpenter. He was one of the committee for the erection of the matshed at West Point. It was an exhibition of a religious character, which was called "All Souls' Festival." Similar festivities occur in all great Chinese cities in the seventh moon of every year. The funds are raised by voluntary subscription. From $7,000 to $8,000 had been subscribed, in sums varying from 20 cents to $12, and about 20,000 people had subscribed. The Chinese take a deep interest in this erection and institution, and regard it with veneration, and derive great consolation from it. In the earlier years of the Colony they were small, but of late years they became larger. He remembered the fire of 1872. It was the first time a fire ever took place at these erections. He was not one of the committee then. He did not know the cause of the fire. The exhibition lasts four days and five nights. The committee for the erection of the present shed have taken precautions to prevent a fire. The sides are to be of planks, and additional fire men with buckets of water to be ready, and fire engines and a brigade are to be supplied. The roof also is to be higher. He obtained permission to erect it from the Government through the Surveyor-General, on the 21st July. The first objection he heard was on Friday last, when he received a summons. On getting the permission he went to great expense to procure the necessary costly goods. The present exhibition is of a much more costly nature than any yet erected.

By Mr. Stephens. The subscriptions were voluntary and not compulsory. If a man chose not to subscribe, nothing is said to him. In Canton these sheds are small and large. In the earlier years of the colony the place where the present shed is erected and that of 1872 was barren and without houses. The festival last year was only small, and the shed was erected in front of the Man Mob Temple. This year they applied for the same site, but the Government would not allow it.

By the Court. He knew of no proclamation by the Chinese authorities prohibiting the erection of these exhibitions on Chinese territory.

Mr. J. Mc N. Price, the Surveyor-General, deposed to the committee applying for permission to build a shed in Hollywood road, and it was denied on account of the spot being central. They were told to select a more suitable place. This they did, and the permission he held was granted by Government, subject to certain conditions. The shed was to be 120 feet from any building, the sides to be of plank, and space for ventilation was to be provided between the wall and the roof. It was to be subjected to inspection when the lamps were fixed and the shed finished. It was also intended to place this building under the special supervision of the police to be closed at 11 o'clock, and precautions were to be taken against any possibility of fire. Mr. Piton's wall is 20 feet from his house, and from his house to the matshed is 120 feet. He did not consider his own house, which was near, was in danger. He certainly would not allow one lamp to be lighted till after the inspection, and the exhibition would not be allowed to be opened till all the precautions prescribed were carried out. He certainly did not think Mr. Sworie's house was in danger any more than Mr. Piton's.

By Mr. Stephens. He did not consider that there was any danger of fire. He did not think the Insurance offices knew of the nature of the structure. Had it been called a wooden house, which it was, instead of a matshed they would have raised no objection to granting risks.

Mr. Brereton and Mr. Stephens then addressed the Court.

Mr. May said he must rule that every precaution had been taken against fire, and dismiss the summons.

BEFORE JAMES RUSSELL, ESQ.

A NUT STEALER.

Fong Ahcong, a tinsmith, was charged by the compradore of the Canton steamer *Kiukiang* with stealing a basket of betel nuts. Sentenced to two months' hard labour.

STEALING SHOES.

A servant unemployed, named Li Ayin, was sent to six weeks' hard labour for stealing a pair of shoes, valued $2.10, from a boy at the Horse Repository.

STEALING NAILS.

Ng Apau was sent to six weeks' hard labour for stealing some composition nails, from the Patent Slip at West Point.

THE EXTRAORDINARY CASE.

The case in which Lee Lum Kwai was charged by Ypang Amow, with threatening to accuse him and his brother Apat on the 31st July, of murder, robbery and kidnapping, with a view of obtaining money, came on again.

Mr. Brereton appeared for the complainant, and Mr. Holmes for the defendant.

Search having been made throughout the police-office, the original letter to Fong Fan and from him could not be found, and Mr. Holmes consented to secondary evidence.

Young Akai, recalled, said, in answer to Mr. Brereton, that the copy of the letter he took said to have come from Fong Fan, he destroyed after showing it to Amow. The purport of it as far as he could remember was that the writer had received his communication and understood it. He was not to let any outsider know what was taking place between them, and if prisoner did it well the Viceroy would remember him as promised, and would appoint him to look after family property. Whatever the lawyers' fee might be, the writer would remit the money on the receipt of the bill. It would let prisoner know the particulars of the complainant's crime in a few days. The prisoner was addressed as Lee Hing Choong, but what title he did not remember. The prisoner told him the family property referred to was that of Amow and Apat. Witness said the draft of the letter made out by the prisoner, and copied by him to be forwarded to Fong Fan, was asking Fong not to seize Amow's property, and at the same time asking Fong to send a notice requesting the officials not to frighten Apat or seize his property in his country.

By Mr. Holmes. No demand by Lee Lum Kwai was made from Amow when the prisoner gave that letter for Afong.

Mr. Brereton said that closed his case for the prosecution, and he considered a clear one had been made out, and trusted his Worship saw his way clear to commit the prisoner for trial under the amended charge.

Mr. Holmes said he would reserve his defence, and the case was sent for trial to the September sessions, unless special sessions were fixed for that purpose.

YOU SHOULD NOT STAY LONG IN THE WATER.

The risks attendant on bathing are not confined merely to those of being drowned. Numbers of persons, children especially, receive far more injury to their health than benefit from bathing, owing to the length of time they remain in the water. A warning which is well worth the attention of bathers is to be found in the evidence given at an inquest held at Liverpool on the body of a young man, aged eighteen, who met his death at the Margaret-street baths in that town under the following circumstances:—The deceased it seems dived from the side into the deep end of the bath, swam across, and after coming out, dived again from the springboard. He afterwards swam across the bath under water, and when he came up was unable to speak, and apparently motionless. He was taken out of the bath, a doctor was sent for, and everything was done to restore animation, but without effect. A *post-mortem* examination showed that the organic condition of the body was that of a thoroughly healthy young man. The brain and lungs were much congested, and this was attributed to the fact that the deceased had been too long submerged in the bath. He had died of an apoplectic fit, produced by this congestion. A verdict was returned in accordance with the medical evidence, and the case is one which may with advantage be remembered by bathers.

RAILWAYS IN CEYLON.

One of the members of a deputation of persons interested in Ceylon, who recently waited upon the Governor of that colony, contributed to the discussion "a striking fact." To show the necessity for greater railway communication, he stated that till last year the carriage of the produce of the Uuvah planters cost as much as, and sometimes more than, the freight from Colombo to the English market. The progress of a colony cannot be rapid when transport is in the condition indicated by this fact. Cultivation for export is too costly, and the natural resources of the country remain undeveloped. Railway extension is obviously essential to its well-being. This the deputation fully insisted on in the interview with the Governor. That functionary, however, adhered to his rule that any extension of railway must not be undertaken unless there is a certainty of commercial success. However sound this rule may be in its general application, there are exceptional cases in which it does not hold good, and we think the case of Ceylon was shown to be one. In tropical colonies the facilities created by railway communication are inestimable, and, although we should be the last to recommend unproductive works of an expensive character, the importance to the community of Ceylon of having the opportunity to convey the produce of the island to the coast is so great, that it is hoped some means will be found of carrying on the two lines of railway proposed.

ANOTHER MONSTER OF THE DEEP.

The correspondent of a contemporary writes:—"Noticing in your paper an account of the capsizing of the schooner *Pearl* off the coast of Ceylon, the catastrophe, as we are informed, arising from the vessel being attacked by a huge cuttle fish or squid, I send you a few particulars which came under my own observation regarding this extraordinary creature. In 1864 I was on board a vessel bound from Australia to Bombay, and while off the coast of Cochin, about mid-way between the mainland and the Lakdives Isles we were astonished one morning while washing the decks to see a great patch of seaweed, as we at first supposed, moving through the water almost as fast as the vessel. It was about a quarter of a mile off on our starboard bow, we were standing in towards the land at the time, as the wind was dead ahead, rendering it necessary to turn to windward. The mass, a few moments after we discovered it, slowly turned towards the vessel and came up within a hundred yards of us, much to the consternation of some foreign seamen on deck at the time, who cried out that it was a squid, and would try to get aboard of us. I had a good look at it through the telescope, but as it would sink down on a level with the water every minute, there were no means of ascertaining the size of the animal. We judged the body to be about the length of the longboat (21 feet), in shape like an inverted oblong tea tray. At a distance it looked exactly like a mass of seaweed. Colour, a muddy brown. A Swedish seaman said that its arms were probably 30 to 40 feet long. The brute kept playing about off and on, within a couple of hundred yards of the ship, for upwards of half an hour. We were going about 4½ knots in a light breeze, with everything set. Shortly afterwards it was 'boutship,' and I suppose the noise and bustle of putting round a large ship of 1,000 tons frightened the creature, for it disappeared. Whether it sank or swam away was not observed."

THE HOME GOVERNMENT ON THE BOMBAY RIOTS.

(*Times of India.*)

The copious telegram which we publish in another column gives the action of the Secretary of State on the many questions arising out of the unfortunate event of February last. Those questions are of such pre-eminent importance not only to the inhabitants of Bombay, but to the Government itself that we made special arrangements with our London agents to have the earliest information of the result of the deliberation of the Home authorities telegraphed to us without delay, that the public anxiety might be set at rest. The Parsee Memorialists may take credit to themselves for eliciting an emphatic expression of the opinion of the Home Government upon the action of the Local Government and the Police Commissioner on the occasion of the late riots. The Marquis of Salisbury has arived at the conclusion that the Police arrangements at the outbreak of the disturbances were defective, and that the Commissioner neglected to take the precautions which he ought to have taken before the outbreak on the 13th February. Mr. Souter is also censured for having allowed his feelings to get the better of him two days later, when the Parsees jointed battle with the Seedees who composed the two processions which marched in such threatening array through the Parsee quarter. The notification which this expression of dissatisfaction may occasion the Commissioner of Police will be tempered by the compliment which is paid him for the energy he displayed in putting down the disturbances. "The Government considers that he behaved with conspicuous gallantry." Those words will console Mr. Souter for the unfavourable view taken by the Home authorities of his administrative ability. He is *sans peur*, if he is not *sans reproche*; which is something.

The Secretary of State, turning to the consideration of the conduct of His Excellency the Governor of Bombay, finds that generally it was satisfactory, but that upon two points it was open to criticism. Lord Salisbury expresses his regret that there should have been delay in calling out troops in aid of the Police, and he also expresses dissatisfaction at the tone of the remarks addressed by His Excellency to the Parsees. With regard to the Parsees themselves the Secretary of State has no words but those of unqualified praise. Their attitude under the provocations received appears to have struck his Lordship in a very different light from that in which it was viewed by Sir Phillip Wodehouse and Mr. Frant Souter. Their moderation in refraining from attacking mosques or destroying property, when their own fire-temples had been defiled and their property destroyed by howling mobs, appears to the Secretary of State, as it did to us at the time, to deserve the highest commendation. He bears testimony to the loyalty and general good conduct which have been the distinguishing characteristics of the Zoroastrian community, and which should not have been so readily forgotten by the local authorities under the irritation and surprise caused by the unfortunate collision at Sonapore. With this portion of the despatch of the Secretary of State, public opinion will, we imagine, fully concur.

The Home Government does not consider a Commission of Inquiry relative to the origin of the disturbances and the conduct of the Police to be necessary. After the lapse of five months, it must be admitted, a Commission of Inquiry would not be of much use in ascertaining whether the riots were premeditated, or to what extent information as to their probability was accessible to the Police, if due diligence had been used, and if their detective arrangements had been more complete. But it is unquestionably a matter for regret that a Commission of Inquiry was not appointed at the time, while all the circumstances were still fresh in the recollection of the public, and useful evidence might have been obtained. It is still a vexed question whether the riots were the result of a conspiracy or not. The Commissioner of Police, as we all know, believes that they were the result of a sudden ebullition of Moslem fanaticism amongst the lower orders of that faith; while the Parsees maintain that the whole outrage was instigated by leaders who have hitherto escaped justice. The presumption is very strong in favour of this view, but it has not been supported, we must confess, by any conclusive evidence. Had a Commission been appointed at once to investigate all the circumstances, something would have been done to satisfy the public mind that if no evidence were forthcoming upon the point, it was because none existed. The omission to make the inquiry at the time will be always held by the Parsees to be the real cause of that absence of testimony in favour of their hypothesis, to which Mr. Souter triumphantly refers in his reports.

Speaking generally, the decision arrived at by the Home Government on the questions at issue between the Parsees and the local authorities, is in favour of the former. It is conceded that while the conduct of the Parsees was deserving of commendation, that of the police, and to a certain extent, of the Governor, was open to censure. This censure—which is not unqualified by some expressions of approval—is all the satisfaction which is accorded to the Parsees for their sufferings, unless indeed we view the laudatory terms in which their behaviour is referred to by the Secretary of State in the light of compensation for profaned temples and property destroyed.

If we concede that the severe censure and the high compliment awarded to the Commissioner of Police satisfy justice in his case, and that an expression of general approval, qualified by a discriminating criticism, of the conduct of the Governor of Bombay, satisfies all requirements in respect to Sir Philip Wodehouse, we cannot admit that the Parsees obtain all that justice demands for them, when they are told that they have a grievance—that the authorities failed to afford them adequate protection—and that their own conduct was admirable. The Home Government having adopted this view of the Parsee case—which is substantially that which we have so frequently expressed in these columns—was logically bound to go further and to declare their right to compensation for the loss inflicted upon them, through no fault of their own, and in part through the *laches* of the Government. We do not desire to engage in the unprofitable task of reopening the question of the degree to which the remissness of the Police or the Governor contributed to the sufferings of the Parsees in the February disturbances. We are willing to accept as final the dictum of the Secretary of State as to the extent to which the conduct of the local authorities during those occurrences, merits praise or blame. We never suffered partizan feeling to lead us astray upon this point. We never told the Parsees that the Commissioner of Police would be dismissed, and the Governor of Bombay recalled. But of the reality of the shortcomings of the Commissioner and Governor alike, we did not fail to express a decided opinion, and now that we find our views endorsed by the Home authorities, we feel fully justified in urging that the Government should adopt the only course consistent with those views, and admit the right of the Parsees to compensation for the property destroyed during the riots. Now that all personal questions are disposed of, and that the wild assertions relative to the impending disgrace of the Governor and dismissal of the Commissioner of Police are authoritatively silenced, the Bombay Government might, without any loss of dignity or fear of misconception, itself take the initiative in proposing a State grant to indemnify the Parsee community. That would be a graceful course for it to adopt, and public opinion would fully approve of a measure sanctioned at once by justice and policy.

Subjoined are the telegrams referred to:—

LONDON, July 18th.

The despatches of the Governments of India and Bombay, and the Reports of the Commissioner of Police, together with the Parsee Memorial relative to the February riots, have been considered by the Government, which has come to the conclusion that the Parsee community has grounds of complaint against the local authorities.

The Police are held to have been inefficient at the commencement of the disturbances.

The Commissioner of Police is blamed for having neglected to take precautions against disorder before the riot broke out, and for subsequently giving expression to feelings of irritation against the Parsees. But the Commissioner is thought well of for the energy he displayed in putting down the disturbances. The Government considers that he behaved with conspicuous gallantry.

The Government does not consider a Commission of Inquiry into the origin of the riots and the conduct of the Police to be necessary.

The conduct of the Governor of Bombay is generally approved; but the Government expresses regret at the delay in calling out the troops, and the tone adopted towards the Parsees.

The Secretary of State bears testimony to the loyalty and general good conduct of the Parsees, and regrets that they were the victims of unprovoked outrage. The Government gives great credit to them for the moderation which they showed under the provocations received. They are commended for injuring no mosque and destroying no property, or attempting illegal retaliation for the injuries they suffered.

SAD DEATH OF A PHYSICIAN.

Dr. John Wilson, of Devonport, has just died in consequence of a lamentable accident. While engaged at the Royal Albert Hospital in performing a *post-mortem* examination, he unknowingly poisoned himself with morbific matter. On the following day a small pimple appeared near his elbow, but it was not for some time evident what had occurred. His arm swelled to an enormous size, and he became in a most precarious condition. The best medical skill of the neighbourhood was of course in requisition, and after some days of intense suffering it appeared as if the poison had been successfully combated, his health improved, and everything seemed to indicate a speedy recovery, when quite unexpectedly he died in his sleep.

UNSEAWORTHY SHIPS, AND LOSS OF LIVE AT SEA.

The final report of the Royal Commission on Unseaworthy Ships has been published. The first section of it refers to overloading and load line, and it is stated that the information received leads to the conclusion that the settlement of a load line should be guided by the consideration of the reserve buoyancy, that is, the proportion which the capacity of the watertight and solidly constructed part of the ship which is above water bears to the capacity of the part immersed. From all the evidence, the Commission is of opinion that an Act of Parliament enforcing any scale of freeboard would be mischievous. Not without regret the Commission has come to the conclusion that they cannot prescribe any universal rule for the safe loading of all merchant ships. It is considered that it would be unwise absolutely to prohibit deck cargoes, but it is recommended that whenever a deck cargo is carried, the quantity and character of such cargo should be stated in the log, and a copy of such statement left at the Customs. The report next deals with the survey of British merchant ships. The policy of instituting a Government survey for securing seaworthiness is held to be questionable. The present powers of the Board of Trade for preventing the departure of unseaworthy ships are held to be sufficient. In the case of detained ships an immediate appeal should be given by investing the ship's master with the power of summoning two more competent shipmasters to constitute a court, whose decision shall be final. The incapacity of incessant interference with details connected with shipping is deprecated, the large discretionary powers of the Board of Trade being considered to act as a check on negligent shipowners without harassing the whole community. The present system of compulsory pilotage is held not to be conductive to the security of life or property at sea, and it would be advantageous to get rid of it. In regard to under-manning, it is said that the evidence shows that there is no deficiency of British able seamen, who are not wanting in elementary education, though often deficient in thrift, sobriety, and self-control. The evidence shows that the masters of ships have no longer the control over crews that is necessary, and was formerly usual, and there appears very little power of punishing for anything but mutinous conduct. Drunkenness on duty, neglect of look-out, sleeping on look-out, neglect of machinery, disobedience, insubordination, require more direct penalties than those which exist. In regard to apprenticeship, it is said that it affords the best means for training boys, and if shipowners were willing to contribute, it would be a wise policy for the Government to aid the industrial schools of the Mercantile Marine. The subject of desertion in foreign ports is said to deserve the serious attention of the Government. The system of advance notes is held to be one great obstacle to the amelioration of the condition of seamen. That of marine insurance is elaborately examined, and the conclusion arrived at is that the whole scheme of insurance law requires revision. It is advised that the Marine Department of the Board of Trade should be revised and strengthened, some additional nautical assistance being required. On the whole, it is laid down that it is not desirable to transfer responsibility from the shipowner to the Executive Government, the interference of the Board of Trade being confined to ascertaining that shipowners keep their vessels in seaworthy condition. It is believed that with the arrangements suggested in the report, the Board of Trade will have the means of ascertaining how far this duty has been performed, and will then have the power to punish those persons who have been neglectful.

A STEAMSHIP RUN DOWN.—LOSS OF 260 LIVES.

Particulars have arrived of a terrible disaster. The *Levant Herald* of the 28th June says:—The Azizieh Company's steamer *Kars*, Captain Constanti, which left Constantinople with passengers and merchandise for Salonica, was run into and sunk shortly after midnight in the Sea of Marmora by the incoming Egyptian steamer *Behera*. The sinking of the vessel has been attended with the loss of fully 260 lives. The *Kars* had about 300 passengers and crew on board, and of these only 37 are known to be saved. Captain Constantt Cephalin and all the officers of the sunken vessel perished. The Egyptian steamer *Behera*, Captain Antonio Leva, was on its way from Alexandria, when, while some two miles on the other side of the island of Marmora, the look-out observed the light of an outward-bound vessel bearing down upon the *Behera*. Although the *Behera's* engines were reversed, a collision became inevitable—the *Kars* was cut into amidships as if by a gigantic hatchet, and sunk in ten minutes. The *Kars* was a large old steamer, and the *Behera* one of the finest iron steamers of the Khedive mail fleet. The Egyptian vessel disengaged herself speedily from the sinking *Kars*, and sent boats to pick up a number of people who were floating about on barrels, spars, and such like. A few also reached the *Behera* in one of the *Kars'* boats; and in all 37 of the passengers of the ill-fated vessel were saved. The chimney of the *Kars* was knocked down by the force of the collision, and, in falling, killed the chief officer, the engines, too, kept in motion until the vessel sank, and this rendered the attempts to save life more difficult. The moon had gone down, but the sea was calm. The books of the Azizieh Company show that 152 passengers took tickets at the office, but some say that an equal number, others say much less, others many more, came on board at the last moment, and paid their passage money on board. Amongst these were a number of women; there are known also to have been 15 to 16 children on board; and the crew and stokers of the vessel numbered about 40. What is certain is that of all on board not quite 40 survived. The passengers were nearly all deck passengers, consisting for the most part of Roumeliote day labourers, Turks and Greeks, who after working in Constantinople during the winter, were returning to their homes for the harvest; also some Greek and Russian pilgrims on their way to Mount Athos, and some small dealers, traders, and saraffs, bound for Salonica, Volo, Larissa, and other places. The only male first-class passenger was a Turkish major proceeding with his family to enter upon the duties of a military appointment, he had received at Salonica. Nearly all the women perished. The *Kars* had a considerable sum in money-groups on board, and these and merchandise were insured in the Lyons and Gironde companies for an aggregate sum of about 80,000 francs (£3,200 sterling). The *Behera*, herself sustained some damage by the collision. The collision took place at one in the morning, when most of the passengers were asleep, and the *Kars* went down in ten minutes. The saved consist of 18 of the crew (the third officer, the first engineer, 3 stokers, and 13 sailors), as also 19 passengers. Four of these were Turkish officers, of whom there were 15 on board, and one Turkish woman, who lost her reason on learning that her husband and two children were amongst the drowned. Captain Constanti, the commander of the *Kars*, a Cephalonioto Greek, might, it is said, have saved himself, but he deemed it a point of honour to stick by his vessel to the last, while there was a hope of saving any on board, and he went down with her. Thirty Turkish ladies, comprising the harem and entire female household of Mustapha Assym Pasha, the governor-general of Janina, were amongst the passengers, and all perished with the exception of a slave girl who was found clinging to a spar. This is the second vessel of the name of *Kars* which the Azizieh Company has lost at sea. The first *Kars* foundered several years ago between Rhodes and Alexandria in consequence of springing a leak, and on that occasion 100 lives were lost.

GAMBLING DEN.

The gambling fraternity of San Francisco have been considerably perturbed by the recent disclosures attending the demolition of a den where the unwary have been roundly fleeced in years gone by, and whose proprietors realized the snug profit of 65,000 dollars yearly. In one of the rooms on the upper floors was an arrangement which enabled a player to know exactly what his opponent held. Directly over the table, in the centre of the room, was a small hole in the ceiling, through which a confederate watched the game. Wires ran along the ceiling to the floor and terminated in levers beneath the carpet, upon which the cheating gambler placed his foot. As the wires were pulled the number of taps telegraphed the course of action to pursue. The faro room was the most ingeniously contrived thing in the house. In the first place, wires ran from the door, so that a signal was given when it opened, and in an instant everything was in readiness for the drop. This was accomplished by two levers and a space beneath let into the floor. In a second the gamblers withdrew from the table, cash-man of course grabbing his cheques and money, and by a motion of the levers the yawning floor opened, and down went the whole "lay out." The carpet was then drawn over the spot, and when the officers have in sight there was nothing in the shape of gamblers' implements to be seen. In the house there were taken out no less than 150 wires, and several contrivances for suddenly hiding gambling implements.

MORE BANK FORGERIES.

A "Continental Banker" writes as follows in relation to a new confederacy of forgers, who are already known to have succeeded in obtaining several thousand pounds from Continental bankers, indicating that the punishment of the gang prosecuted by the Bank of England a year ago has not deterred other and equally adroit members of the class from continuing their frauds:—"The operations appear to have been conducted by a gang travelling separately, and working by means of very perfect imitations of the letters of the letters of credit of Baring Brothers and Co., of London. The forged documents were presented so simultaneously in several cities and towns on the Rhine and in the South of France that it seems difficult to explain the fact otherwise than by the hypothesis of a band operating in various places at a preconcerted date, so as not to allow time for a reply from the London house. The watermarks in this class of paper have hitherto been considered so inimitable that it had become the custom to pay upon it without direct reference to the issuing house, and as readily as upon Bank of England notes. In this case the marks have been so well imitated that many of the most experienced cashiers who paid on these counterfeits remain under the impression that the paper, in all events, on which the forgeries were drawn must have been genuine. Should it, however, be proved hereafter that these watermarks, &c., can be thus successfully imitated the position of bankers on the Continent, who are often agents for every bank in the United Kingdom and America, becomes very difficult and even dangerous."

BEWARE OF TOO MUCH DANCING.

We so often hear of "victims to fashion" that we have almost come to accept the phrase as a *facon de parler*. It appears, however, to be not without a certain grim reality of its own. A few days ago Dr. Lankester held an inquest on the body of a young lady, aged only 16, who so death was, beyond all doubt, due to apoplexy, or—to use the more familiar phrase—"blood to the head," brought on by the excessive excitement and fatigue of a long ball. The poor girl had been to a party, where she appears to have danced all night. In the morning, after she had returned home and gone to bed, her restlessness alarmed her maid, who bathed her temples with water and administered the customary remedy of a cup of tea. A deep sleep followed, from which the unhappy girl never awoke. An artery had broken on the brain, and death must have been almost instantaneous. That dancing is only too often "love done" can hardly be questioned. Balls begin at eleven or thereabouts, and are kept up till four in the morning, and every other dance is a waltz. To dance for five hours without intermission, as many girls do, and plume themselves upon doing it, is a task involving for its successful achievement a constitution almost as perfect at that of the girl who has just succumbed to the fatigue of running a thousand miles in a thousand hours; and the conditions under which it has to be performed—hot rooms lighted with gas, constant draughts of cold air, an unlimited supply of iced drinks, nocturnal hours, and, but too often, tightly laced corsets—are such as to aggravate its essential evils. A girl who, to use the customary phrase, dances all night, has really tasked her heart as severely as any University oarsman, and the only wonder is that fatal results are not more frequent. For those who have weak hearts—as only too many girls have—or who are at all liable to apoplexy, dancing is a pleasure to be enjoyed with the utmost circumspection.

THE BESSEMER SALOON STEAMER.

The *Railway News* says that the vessel, intended to obviate sea-sickness in the passage across the Channel, is rapidly approaching completion. The vessel has been completely plated, and the fitting of her engines and boilers in place will soon be accomplished. This work will be done while the ship is on the stocks, so that when she is launched she may the same tide be sent upon her trial trip. The vessel, so novel in her construction, is an object of great interest, and scarcely a day passes without bevy of visitors from a distance inspecting her. The ship is 360ft. long at the water-line, and for 48ft. at each end the deck is only about 4ft. above the line of flotation; so that, in rough weather the sea will wash over these low ends. The decks on this portion of the vessel have a considerable curve, and the sides of the ship are rounded off so that the water may escape as speedily as possible. This form of end has been selected with a view to obviate any tendency to pitching. Above these low decks a breastwork is erected about 8ft. high. It is 254ft. long and all the width of the vessel. The whole of this breastwork deck is to be devoted for the use of the passengers, and that portion fore and aft of the paddle-boxes will be protected with stanchions. The vessel will be propelled by four paddle-wheels, and 90ft. of the space between the paddles will be occupied by the swinging saloon. Beyond this and at each end the space is occupied, nearest the saloon by the engines, and next by the boilers. At one end of the breastwork there will be accommodation for the crew of the ship, and beneath their quarters stowage room for passengers' luggage, &c. At the opposite end of the breastwork the space is fitted with cabins for the special use of ladies, and below these cabins there is a saloon 52ft. long, and fitted with sofa seats all round. Along the sides of the breastwork deck, between the paddle-boxes, there are other cabins for passengers, besides smoke-rooms and refreshment-rooms. The Bessemer swinging saloon is making good progress, and already a good idea of the principle may be obtained by an inspection of the work. The saloon proper is about 70 ft. long, 26 feet wide, and very lofty. The weight of the saloon is borne by four large bearings, one at each end and two near the centre. The end bearings are fixed on iron transverse bulkheads, which are well stiffened by fore and aft ways to prevent them buckling. The saloon will be one of the most superbly fitted apartments afloat. The top of it will form a promenade deck, and it will be fitted all round with seats. The saloon will be entirely under the control of the machinery invented by Mr. Bessemer, and it is declared that it will be kept perfectly free from rolling during the passage across the Channel, and passengers, it is expected, will not feel any more unpleasant sensation than they would in going up or down the Thames. The ship will be supplied with two very large life rafts on the plan patented by Mr. Christie, and she will be steered and her capstans, &c., worked by hydraulic machinery. She was designed by Mr. Frank Reed, O.B., M.I.N.A., and Earle's Shipbuilding and Engineering Company at Hull are both the builders and the engineers.

THE CHANGE OF GAUGE ON THE GREAT WESTERN RAILWAY.—The extensive works connected with the conversion of gauge from broad to narrow on the Great Western Railway between Weymouth, Holt Junction, Trowbridge, Devizes, Hungerford, and Reading, with the branches therefrom, are completed, and the ordinary

DEATH OF THE "FLYING MAN."

It was announced recently that, at 7.30 p.m., M. de Groof, the "Flying Man," would repeat at the Cremorne Gardens "his astounding performance of flying through the air a distance of 5,000 feet." True to this announcement, the Flying Man did endeavour to repeat the exploit which he had accomplished in safety ten days before, and perished in the attempt. M. de Groof was a Belgian, who had expended years in constructing for himself an apparatus with which he believed it possible to imitate the flight of a bird. The general outline of this apparatus was in imitation of a bat's wings, the framework being made of cane, and the intervening membrane of stout waterproof silk. The wings were in all 37 feet long, with an average breadth of 4 feet, while the tail was 18 feet by 3. These wings were inserted into two hinged frames that were attached to a wooden stand upon which the aeronaut took his place. Here he had three levers which he worked by hand to give his machine propulsion or guidance as might be required; his theory being that having started from a given height he could manage his descent so as to reach the earth by a sort of inclined swooping motion, without risk of concussion. About a year ago M. de Groof made an attempt, of which our correspondent at the time telegraphed the particulars, to descend from a great height on the Grande Place at Brussels. The effort was a failure, but *l'Homme Volant*, as he was then called, escaped unhurt, though his network was afterwards torn in pieces by the crowd. On Monday, the 29th ultimo, however, M. de Groof repeated his experiment at Cremorne Gardens, with success. Mr. Baum, the proprietor of the gardens, had, it seems, after making an engagement with him, felt some uneasiness as to the result, and at first refused to allow the trial to be made. The "Flying Man" protested the absolute feasibility of his scheme, and insisted on the contract being carried out, and this was done. The wings and stand were attached to a balloon guided by Mr. Simmons, who, after drifting over London towards Brandon, in Essex, released his companion at a considerable height—three or four hundred feet, it is said—and the flying apparatus was immediately set in motion. "For a time," it is stated, "it was a race between the aeronaut and the flyer, De Groof winning by two fields' lengths, and attaining the ground in perfect safety."

How the accident occurred last night cannot positively ascertained. The apparatus, previous to the ascent, seemed in satisfactory order, and De Groof—though, according to custom, he took an affectionate farewell of his wife—appeared fully confident of making a successful ascent. About a quarter to eight o'clock the balloon was cut loose, and rose slowly in the air, bearing with it the Flying Man and his gear. There was hardly a breath of air, a circumstance which might have been supposed to be favourable to the performance of an aeronautical feat of the kind. Be this as it may, however, when the balloon had attained a height of three or four hundred feet the unfortunate performer seemed either to mistrust his own powers or the capability of his apparatus, for he was heard by the spectators below shouting to the man in the balloon to bring him nearer the earth. This request was complied with, and the balloon descended slowly towards Robert-street, which lies a quarter of a mile or so to the north of Cremorne Gardens. On approaching St. Luke's Church, Mr. Simmons, the balloonist, was heard to say: "You must cut loose now, or you'll come on the church roof." The answer was, "Yes; let me drop into the churchyard," and these were, no doubt, the last words De Groof uttered. He cut the rope when about eighty feet from the ground, but, to the horror of the spectators, who must have numbered many thousands, the apparatus, instead of inflating with the pressure of the air, collapsed, and, turning round and round in its descent, fell with great violence in Robert-street, a yard or two from the kerbstone. Assistance to the unfortunate man was instantly forthcoming. Although still breathing, he was insensible; but the dispatch with which he was extricated from the wreck of his apparatus and conveyed to Chelsea Infirmary proved in vain. He never recovered consciousness, and on his arrival at the hospital the surgeons pronounced him dead. Madame de Groof, who witnessed her husband's fall, fainted at the sight, and a still more painful scene took place a short time later at the hospital, when she learned the whole sad truth. The apparatus was carried off in shreds by the crowd before the police could secure it. From the hospital the body was removed to the dead house, where it now awaits the coroner's inquest. It only remains to add that the balloon, on being freed from the weight of De Groof and his flying machines, soared away over the metropolis in a north easterly direction, and at dark was seen at a great height above Victoria Park, where it was watched with much interest by large numbers of people, who were, of course, ignorant of the shocking tragedy in which it had played a part.—*Daily Telegraph.*

THE PROPOSED ANNEXATION OF FIJI.

A deputation from the Fiji Committee and the Aborigines Protection Society waited upon the Earl of Carnarvon, at the Colonial Office in Downing-street, for the purpose of presenting to him a memorial in favour of the annexation of the Fiji Islands to the British dominions. The deputation, which was introduced by the Earl of Belmore, consisted of the following gentlemen—Mr. Alderman M'Arthur, M.P., Mr. C. Dixon, M.P., Sir R. Macdonnell, Mr. A. Young, M.P., Mr. T. Salt, M.P., Mr. E. Jenkins, M.P., the Hon. Arthur Kinnard, M.P., the Hon. H. Corry, M.P., Mr. A. M'Arthur, M.P., and the following representatives of British colonies:—Sir Charles Clifford and Augustus B. Abraham (New Zealand), Mr. R. Wilson, Mr. W. Rutledge, and Mr. K. E. Brodribb (Victoria), Mr. W. A. Brodribb (New South Wales), Mr. Youle, O.M.G. (Tasmania), Mr. J. E. Heusler, M.L.C. (Queensland), the Rev. Dr. Jobson, the Rev. Dr. Osborn, and the Rev. W. B. Boyce (representing the Wesleyan Missionary Society), Mr. R. N. Fowler, Sir R. Torrens, Dr. Milligan, Mr. R. G. Haliburton (Nova Scotia), Mr. F. Young, Mr. F. Labilliere, Mr. E. Sturge, and Mr. F. W. Chesson (honorary secretary of the Fiji Committee). Mr. Chesson read the memorial, which advocated the annexation of Fiji on the ground that it was a national duty to recognize the principle that British law and authority should follow British colonization; that England was invited to assume the sovereignty of Fiji by the unanimous voice of the population, both white and coloured, expressed through legitimate channels; that the only alternatives were occupation by a foreign Power or the reduction of the country to a state of chronic anarchy; that the present mode of interfering with the local government by means of men-of-war was far more unsatisfactory than a direct assertion of authority; that geographically Fiji would form a most important naval station in the Pacific, owing to the capacity and safety of its harbours; that the annexation was emphatically supported by the Australian colonies; and that, in the judgment of Australian statesmen, naval commanders, British consular representatives, and resident missionaries, the establishment of English rule was absolutely necessary to insure the abolition of slavery and the slave trade in the Pacific. Lord Belmore addressed a short speech to the Earl of Carnarvon in support of the prayer of the memorial, remarking that he had for some years past paid particular attention to the general subject, and more especially to what was called the labour traffic. His Lordship referred to the case of the *Young Australian*, the *Daphne*, the *Challenge*, and the *Carl*, four ships which had been engaged in the labour traffic, and the captains of which had undoubtedly committed gross cruelty, but owing to the defective state of the law it had been impossible to inflict adequate punishment. Several methods had been suggested with a view to put an end to this state of things, and after a careful examination of them all he had come to the conclusion that annexation was the course most likely to answer the purpose. Three years ago a deputation waited upon him, in his capacity of Governor of New South Wales, in reference to this question, and it was pointed out to him that not only was slavery under the name of the labour traffic extensively practised in Fiji, but that the islands, being beyond British jurisdiction, formed a sort of Alsatia for absconding debtors and other lawless persons. About this time a system of local self-government was tried in the islands. The present unsatisfactory state of affairs could not be allowed to go on any longer, and he strongly urged the advisability of annexing the islands. The cost of doing this had been rather over-estimated, but he thought the advantages to be gained would compensate any reasonable amount of expense that might be found necessary. Mr. Alderman M'Arthur, P.M., said perfect unanimity on the subject of annexation existed alike among the native chiefs and the white population of Fiji. Throughout the Australian colonies also, there was but one feeling, and that was in favour of the proposal to annex, as against the Protectorate or any other of the many proposals which had been put forward for the purpose of remedying the existing state of things. Mr. Dixon, M.P., said that he had opposed the motion made to the House of Commons in favour of annexation, but had now changed his opinion. He had done this because he had found a perfect unanimity of opinion in the island proposed to be annexed, and because the experiment of local self-government had utterly failed. Mr. Wilson was able to speak as to the unanimous feeling in favour of annexing Fiji which existed in the Australian colonies. He was strongly opposed to those who opposed the annexation policy and seemed to wish simply that England should become merely the coal-hole and the blacksmith's shop for the rest of the world. Mr. Brodribb expressed his conviction that if the tribal rights of the Fijians were recognized little cost in the shape of military or police force would be required. Sir Charles Clifford gave similar testimony on behalf of New Zealand, adding that the increase of commerce which would follow annexation would amply repay all necessary cost. The Rev. Dr. Osborn expressed the satisfaction with which the Wesleyan Missionary Society would regard the annexation of Fiji. The Earl of Carnarvon said he was very glad to have had an opportunity of receiving so large, so important, and what he might call so representative a deputation as that which had done him the honour of waiting upon him. Whatever conclusion Her Majesty's Government came to upon the question which so much interested them, no one could doubt that it had taken great interest in the matter. He admitted that the matter was of great importance in itself, and important also in a good many of its bearings outside the direct issue before them. The annexation question had been for some time occupying a large space in the attention of politicians. The waste places of the earth were being filled up, and, if he might so express it, there were few outlying properties left. Each question had, however, to be judged upon its own merits, and those who understood the question as it related to Fiji knew that there were peculiar and exceptional difficulties in the case. Her Majesty's Government had within the last few days received communications upon this question, and was at this moment actually and actively engaged in considering the matter. It would therefore be improper for him to say more than that the Government was applying to the question all possible attention. With regard to the missionaries, he did not hesitate to attribute to them much of the good which civilization had effected in those distant places. In conclusion, his Lordship conveyed to the deputation the apology of Mr Lowther (Under-Secretary for the Colonies), who was prevented by Parliamentary duties from being present. The Hon. A. Kinnaird thanked Lord Carnarvon for his courteous attention, and the deputation withdrew.—*Times.*

SCENE IN A KIRK.

The present "revival" movement in Scotland has, it seems, given opportunity for much scoffing among some of the young members of the community. One of these benighted youths, however, met his match the other evening in a minister, who was determined to stand no nonsense. From the account given of the affair by a correspondent of the *Dundee Advertiser*, it appears that the young man in question at the close of a revival gathering stayed behind to attend the "anxious inquirers" meeting, not from any worthy motive, but simply to find material for himself and his associates. With this ignoble end in view, he anxiously inquired of one of the ministers "whether he could work a miracle or not?" He had not to wait long for a satisfactory reply, for the reverend gentleman, seizing him firmly by the shoulders replied, "We cannot work miracles, but we can cast out devils," and suiting the action to the word, pitched his young friend bodily outside the church door, which was immediately closed in his face. The anxious inquirer disappeared rapidly in the darkness, leaving the minister entirely master of the situation, and his not likely again to joke with the Revivalists.

BRIEF BUT FERVID.—The strangest description of hell is that of Heinrich Heine. "Hell," he says, "appeared to me like a great town kitchen with an endless long store, on which were placed three rows of iron pots, and in these sat the damned and were cooked. In the third row sat the heathen, who, like the Jews, could take no part in salvation, and must burn for ever. I heard one of the latter, as a square-built, burly devil put fresh coals under his kettle, cry out from his pot, 'Spare me! I was once Socrates, the wisest of mortals. I taught truth and justice, and sacrificed my life for virtue.' But the clumsy, stupid devil went on with his work and grumbled, 'Oh, shut up, there! All heathen must burn, and we can't make an exception for the sake of a single man.'"

A NOVAL WAY OF ATTEMPTING TO STOP A TRAIN.—A few days since, as a train from Manchester was passing near the Summer-lane station, Barnsley, of the Manchester and Sheffield Railway, the driver noticed that a man was lying across the metals the train was on. He at once reversed the engine, but not in sufficient time, as he expected, to prevent his passing over him. When the engine was stopped the driver got down, and then saw a man running up the line, and it was evident that the iron guard of the engine had pushed him on one side, and so saved him. The man was followed and taken into custody. On being examined by a medical man, he said he only intended to stop the engine and train. On the advice of the medical officer the man was taken to the workhouse, preparatory to being sent to the asylum.

COMMERCIAL INTELLIGENCE.

AUGUST 17TH, EVENING.

Patna $575 opening price, closing at $577½ to $580, stock 825 chests; Benares $567½ to $570 demanded, little doing, stock 225 chests; Malwa $590 to $600 on credit. Since the arrival of the steamer *Merzapora* sales amount to about 350 chests. First quality drug hard cakes still wanted at $600 on credit a piul free of allowance.

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Bank Bills, on demand, ... 4/1½
Bank Bills, at 30 days' sight, 4/1½ to 4/1¾
Bank Bills, at 6 months' sight, 4/2 to 4/2½
Credits, at 6 months' sight..... 4/2½
Documentary Bills, at 6 months' sight ..... 4/2½ to 4/2¾
ON BOMBAY.—Bank, 3 days' sight 223½
ON CALCUTTA.—Bank, 3 days' sight 223½
ON SHANGHAI.—
Bank, sight 72½
Private, 30 days' sight 73½

SHARES.

Hongkong and Shanghai Bank Shares—10 per cent. premium.
Union Insurance Society of Canton, new shares—$60 per share premium.
China Traders' Insurance Company's Shares—$1,700 per share.
China and Japan Marine Insurance—Tls. 85 per share.
Chinese Insurance Company, $195 per share.
Hongkong Fire Insurance Company's Shares—$517½ per share.
China Fire Insurance Company's Shares—$129 per share.
Victoria Fire Insurance Company's Shares—$119 per share.
Hongkong and Whampoa Dock Company's Shares—38 per cent. discount.
Hongkong, Canton and Macao Steamboat Co.'s Shares—12 per cent. premium.
Shanghai Steam Navigation Company—Tls. 84 per share.
Hongkong Gas Company's Shares—$75 per share.
Hongkong Hotel Company's Shares—$60 per cent. discount.
Indo-Chinese Sugar Company—$94 per cent. discount.

SALES ON AUGUST 17TH, 1874.
As reported by Chinese.

Green Peas, 40 bags, at $2.20, by Kwai-mow to travelling trader.
Sapanwood, 600 picul, at $2.34, by Kin-tye-loong to travelling trader.
Vermicelli, 20 bags, at $6.80, by Kin-hing-cheung to travelling trader.
White Wax, 5 pieces, at $74.00, by Kin-hing-cheung to travelling trader.
Mushrooms, 10 cases, at $31.00, by Kwong-fook-wo to travelling trader.
Potatoe Flour, 50 bags, at Tls. 1.08.0, by Yuen-tye to travelling trader.
Sugar Candy, 20 bags, at Tls. 6.4.0, by Yuen-tye by retail.

Vessels Advertised as Loading.

Destination	Vessel's Name	Captain	At	For Freight Apply to	To be Dispatched.
LONDON via SUEZ CANAL	Patroclus (str.)			Butterfield & Swire	On or about 20th inst.
LONDON	Faith	Lloyd	Whampoa	A. MacG. Heaton	Quick despatch.
Do.	Sing Tai	Beesbing	Whampoa	A. MacG. Heaton	Quick despatch.
Do.	Melbrek	Peirce	Hongkong	A. MacG. Heaton	Quick despatch.
Do.	Beautiful Star	George Bilton	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
Do.	Lord of the Isles (str.)	Dowdy	Hongkong	Gilman & Co.	On 25th inst.
HAMBURG	Irene	Behrens	Whampoa	Carlowitz & Co.	Quick despatch.
NEW YORK	Rifleman	Thos. Bishop	Whampoa	Russell & Co.	Quick despatch.
Do.	San Juan	A. Urtubiaga	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
Do.	Everhard	Horstmann	Hongkong	Augustine Heard & Co.	Quick despatch.
Do.	Juan F. Pearson	Le Boeuf	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
SAN FRANCISCO	Highlander	J. W. Wilcomb	Hongkong	Augustine Heard & Co.	Quick despatch.
Do.	Menshikoff	Bannister	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
Do. viâ YOKOHAMA	Alaska (str.)			P. M. S. S. Co.	On 2nd prox., at 3 P.M.
MELBOURNE AND SYDNEY	Orange Grove	Hildebrandt	Hongkong	Rozario & Co.	Quick despatch.
SYDNEY viâ FOOCHOW	Maid of Judah	Webb	Hongkong	Rozario & Co.	Quick despatch.
SAIGON, SINGAPORE, &c.	Sindh (str.)	Rapatel		Messageries Maritimes	On 22nd inst., at noon.
S'PORE, PENANG, & CAL'TA	China (str.)	T. S. Gardner	Hongkong	David Sassoon, Sons & Co.	To-day, at 3 P.M.
SINGAPORE AND PENANG	Lord of the Isles (str.)	Dowdy	Hongkong	Ah Yon	On 24th inst., afternoon.
SAIGON	Albay (str.)	Aborlis	Hongkong	Douglas Lapraik & Co.	To-day, at 10 A.M.
MANILA	Union	Echavarria		Remedios & Co.	Quick despatch.
Do.	Teresa	Barceló	Hongkong	Siemssen & Co.	Quick despatch.
Do.	Leonor (str.)	Echanique	Hongkong	Douglas Lapraik & Co.	On 21st inst., at 10 A.M.
YOKOHAMA	Bohar (str.)			P. & O. S. N. Co.	Quick despatch.
SHANGHAI	Bokhara (str.)			P. & O. S. N. Co.	Quick dispatch.
SWATOW, AMOY & FOOCHOW	Kwang-tung (str.)	Pitman	Hongkong	Douglas Lapraik & Co.	To-morrow, at noon.

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6d 1271 Hongkong, 13th August, 1874.

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE departure of the Steamship
"CHINA,"
for the above Ports, is POSTPONED till TO-DAY, the 18th instant, at 3 P.M.
Despatches will close at 2.30 P.M.
For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.
7d 1261 Hongkong, 12th August, 1874.

FOR SWATOW, AMOY, AND FOOCHOW.

THE Steamship
"KWANG-TUNG,"
Captain Pitman, will leave for the above Ports TO-MORROW, the 19th instant, at noon.
For Freight or Passage, apply to
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THE Spanish Steamship
"LEONOR,"
Captain Echanique, will leave for the above Port on FRIDAY, the 21st instant, at 10 A.M.
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1287 Hongkong, 17th August, 1874.

FOR SINGAPORE AND PENANG.

THE British Steamer
"LORD OF THE ISLES,"
Captain Dowdy, will leave for the above Ports on MONDAY AFTERNOON, the 24th inst.
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Kwong Hing Shop,
57, Praya West.
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FOR LONDON,

(*To follow the "SING TAI."*)

THE Clipper Ship
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Captain Echavarria, will have *immediate despatch* for the above Port.
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FOR HAMBURG.

THE A1 German Barque
"IRENE,"
Captain Behrens, will load at Whampoa and here, and will have immediate despatch for the above Port.
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Vessels on the Berth.

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THE A1 Clipper Barque
"MAID OF JUDAH,"
Capt. Webb, will have immediate despatch for the above Ports.
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"RIFLEMAN,"
Thos. Bishop, Master, will load here and at Whampoa for the above Port, and have quick despatch.
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(*To follow the "Faith."*)

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NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ, ISMAÏLA, PORT SAID, NAPLES, AND MARSEILLES;
ALSO,
PONDICHERY, MADRAS, CALCUTTA, AND BOMBAY.

ON SATURDAY, the 22nd August, 1874, at noon, the Company's Steamship "*SINDH*," Commandant RAPATEL, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping orders will be granted till noon, cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 21st August, 1874. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

C. BERTRAND,
Principal Agent.
Hongkong, 11th August, 1874.

STEAM FOR
SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, BRINDISI, ANCONA, VENICE, MEDITERRANEAN PORTS, SOUTHAMPTON, AND LONDON;
ALSO,
BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "*PEKIN*," Captain W. WOOLCOTT, with Her Majesty's Mails, Passengers, Specie, and Cargo, will leave this for the above places on SATURDAY, the 29th August, at noon, (proceeding to Southampton and London, *viâ* Suez Canal.)

Cargo will be received on board until noon, Specie and Parcels at the office until 2 P.M. on the 28th idem.

For Particulars regarding Freight and Passage, apply at the P. & O. S. N. Co.'s Office, Hongkong. CONTENTS AND VALUE OF PACKAGES ARE REQUIRED.

A Written Declaration of the Contents and Value of the Packages for the Overland Route is required by the Egyptian Government, and must be delivered by the Shippers to the Company's Agents, with the Bills of Lading or with Parcels; and the Company do not hold themselves responsible for any Detention or Prejudice which may happen from the incorrectness in such declaration.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

A. McIVER, *Superintendent.*
Peninsular and Oriental Steam Navigation Co.'s Office, Hongkong, 17th August, 1874.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA PANAMA, TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE S. S. "*ALASKA*" will leave Hongkong for San Francisco, via Yokohama, on WEDNESDAY, the 2nd September, at 3 P.M., taking Passengers, Mails, and Freight, for Japan, the United States, and Europe.

Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe, VIA PANAMA.

A Steamer of the

Extracts.

LIFE AND DEATH.

We stood on the brink of a river,
And that river's name was Life,
And on its dark waters floated
Grim vessels of war and strife.

We stood on the brink of the river,
And my darling whispered to me;
"Hark to the wall of the river
As it hastens on to the sea!"

We walk'd by the side of that river,
And I laugh'd at the water's moan,
For my darling was beside me,
And in his heart my *home*.

The river grew wider and stronger
As it flow'd with its ceaseless moan,
And my love moved over the water
And left me—forever—alone.

I will follow that river sadly
Through the chain of weary years,
Till I gain the far-off ocean
With bitter, blinding tears.

For I know that when the river
Is hush'd on the sea's blue tide,
I shall see my lost love waiting
For me by the ocean's side.

And as I hasten onwards,
With feeble, failing breath,
Longing to meet the ocean,
For the ocean's name is Death!

ETHEL DE GRENIER DE FONBLANQUE.

NAPOLEON I. AT MALMAISON.

In 1801 Malmaison was full of merry people. Saint Cloud and Fontainebleau had not overshadowed the little property which Napoleon, in his simpler days, had calculated might be made to yield 8,000 francs a year, including the sale of the vegetables. It was the home of a happy family, blessed with hosts of friends, and giving welcome to the best company left in France in the holiday hours at the end of each week. Then, in the grounds, with the week's State-work done, Napoleon and Hortense would lead off the game of prisoner's base, with renowned generals and captains in their wake. The graver persons would sit round Josephine and give judgment on the fray. An eye-witness of the Sans Souci romps has described Napoleon throwing himself heart and soul into the fun, and rolling upon the ground in a fit of laughter before giving himself up to the enemy; while Hortense, full of audacity and cunning in feints, continued to baffle her pursuers. In the exchange of prisoners two enemies were insisted upon for the conqueror of Marengo but three for Mademoiselle de Beauharnais. —*The Life of Napoleon III. By Blanchard Jerrold.*

MONKEYS.

There are people who like monkeys. They it is who must be the true link between us and monkeys, just as monkeys make the link between them and the lower animals. In my opinion one must be, as it were, a semi-simian to endure the society or even the sight of monkeys. I have, as I have, said, no sympathy whatever with them; my dignity will not admit of it. I feel as a staid Castilian might feel in company with a low comedian from the Palais Royal. Their grimaces make me uncomfortable, their half humanity shocks me, their hideous community of feature with some of my dearest friends is horrible to me. A party of my fellow-creatures staring, with faces expressive of various stages of idiotic delight, at the antics of the caged monkeys in the Zoological Gardens is, to me, a pitiful spectacle; it is enough to persuade a man of the truth of Darwinism. Mr. Gladstone, who, not long ago, deplored the fact that his special duties gave him no leisure to read Darwin and Wallace, and to make up his mind upon the doctrine of evolution, might perhaps now find time to spend an hour in front of the monkey-house in the Zoological Gardens. He would, I am sure, come away a strong believer in this fashionable doctrine. Yet monkeys have many pleasing qualities; some of the species are very gentle, and capable of considerable affection towards human beings. There is, however, that about monkeys, in this country at least, which should effectually stand in the way of their becoming pets. They have almost always, every one of them, seeds of a fatal consumption, their lives are nearly always to be measured by a few months, and their antics are none the fewer that they are racked every now and then by a dry hectic cough. Their ill health depresses them, but nothing can deprive them of their love of mischief, and this contrast of buffoonery and depression is one reason why a tame monkey makes one of the most melancholy of pets. They are ghastly humourists, they are drolls in season and out, their gaiety is like that ascribed to the Chinese, who laugh to see the executioner flog or behead a criminal. A monkey's humour is of a kind that I could never enter into. It is founded on the doing of mischief. Let the man who does not believe me watch a monkey playing with puppies or kittens, and compare their innocent playfulness with the cruel tricks the monkey will put upon them. My own monkey pined away, and in two months after he came to me, do what I would, was in the last stage of consumption. It was cold, wintery weather. He crouched near the fire, feeble and exhausted, looking at me, as sick animals will do, with reproachful eyes, as if I was responsible for his sufferings; but almost to the last he would do mischief, pulling a burning coal on to the hearth-rug, or upsetting a cup of tea if it stood within reach of him. Notwithstanding his wickedness he was affectionate. And I was getting reconciled to him when he died.—*New Quarterly Magazine.*

THE CAT'S LOVE OF HOME.

It is true in general the cat is fonder of places than of people. He likes the old home because he knows it thoroughly; because he has investigated its every mouse-hole and studied the advantages of its every retreat from dogs and other enemies; because he, a weak animal, feels sure that he can there feed and protect himself. Moreover, his bump of locality is prodigious, as is shown by the ease with which he finds his way back to the familiar spot, though carried blind fold a long distance from it. A friend of mine transported a cat several times five miles from home, and dismissed it into the wide liberty of earth, only to find it at his house when he returned, or very shortly afterwards. A Flemish peasant, says Champfleury, offered to bet that his cat would get home from a distance of eight leagues sooner than twelve pigeons which should be let loose with him. The wager was accepted, and the animal won it. Another story of Champfleury's concerns the favourite grimalkin of a village curate, who was made rector in a little city five leagues from his former parish. Besides the cat, the priest's family consisted of an old servant and a crow. Tommy was something of a thief; the crow had a passion for pecking at his quadruped companion; the granny scolded them both, and the rector interested himself in those small quarrels. The day after the removal, to the great grief of priest, granny, and crow, the cat disappeared. A few days later he was found caterwauling around the old parsonage, was seized and carried back to the rectory. A second flight; the successor of the curate was kept awake by the mightily lamentations of the animal; another forcible restitution, pussy being now in a frightful state of leanness. The old housekeeper tried to win him by kindness, fed him luxuriously, and left the pantry open so that he could indulge his propensity for small stealings. All useless; once more the ancient parish resounded with his caterwaulings; there was danger that wrathful peasants might blow him out of the world with sacrilegious fowling-pieces. But the affection of the housekeeper followed him, and she persuaded a masculine friend to undertake his reformation. The cat was caught once more, popped into a sack, and dipped in a puddle, after which he was carried to the rectory dripping wet and in a state of indignation which can be imagined. The remedy was effectual and here ended his escapades. Cats are made uneasy by changes in their domicile. When I lately had a door opened between two rooms in my house, my two pussies surveyed the operations of the carpenters with evident anxiety and distrust, frequently coming up to me with a look which seemed to say, "Do you know what these men are about?" The door finished, they examined it from one side; walked around the chimney and examined it from the other side; peered through, drew back, looked aloft, smelled, investigated in every fashion; all this before venturing to make use of the new passage. If there is a packing of trunks, a preparation for removal or for a journey, these animals are equally disturbed. In short, they are silver gray conservatives.—*Atlantic Monthly.*

PHILOSOPHY OF COOKERY.

Mrs. Hale says: Cookery is an art belonging to woman's department of knowledge; its importance can hardly be over-estimated, because it acts directly on human health, comfort and improvement. One of the first duties of woman in domestic life is to understand the quality of provisions and the preparation of wholesome food. The powers of the mind as well as those of the body are greatly dependent on what we eat and drink. The stomach must be in health, or the brain cannot act with its utmost vigor and clearness, nor can there be strength of muscle to perform the purposes of the will. To preserve the full nourishment of meats and other articles of food, in dressing and cooking, is an art which requires a large amount of scientific knowledge, added to long experience and observation. Without the knowledge derived from this two-fold source, a great part of the food is wasted and health injured. It is an established principle in philosophy that man is omnivorous—that is, constituted to eat almost any kind of food containing nourishment. He can eat and digest them in a raw state, but his health is promoted by their being cooked; that is, softened by the action of fire and water.

THE NEAPOLITANS.

There are niches in the front walls of many houses in the old part of Naples, with small figures of saints, or more usualy of the Virgin and child. When I hired a *carrozzella*—the cab of that city, much used there—I found the driver in the habit of stopping his horse without apparent cause in the street. Looking out for an explanation, I observed that on such occasions he took off his hat and turned toward one of these images, his lips moving silently; after a few moments he put his wiry little horse in motion again. It was image-worship, no doubt; yet I felt more disposed to respect the man for the sentiment than to smile at the delusion. The grotesque phase might be seen at the street corners any Saturday afternoon, while the drawing of lotteries was going on. The Neapolitans, though every one of them who can at all afford it drinks wine, are like the Spaniards, a specially temperate people. I think that during five years I saw scarcely half a dozen of them intoxicated. Their substitute in the way of excitement is gambling; "playing in the lottery," as they call it. I think that I had not a servant in my house who failed to spend five, ten, twenty cents a week, or more, for a lottery ticket. At the close of the week, when the result was announced crowds gathered round the lottery offices, which were as common in Naples as grog-shops in New York. Five numbers drawn from the wheel, were exhibited at considerable intervals of time above each office door; if one of these appeared on a ticket, it gave the holder a very small prize, probably repaying him his venture; if two, a larger proportion, and so on; the ticket containing all those lucky numbers winning the capital prize. The excitement of the crowd, as each successive number appeared, may be imagined. On such an occasion I remember singling out one of the ragged lazzaroni present—a stalwart, embrowned, half-clad fellow—and watching his acts and emotions. He held before his face a leaden image of his patron saint, to which, while awaiting the drawing, he addressed his entreaties, as devoutly, I dare say, as ever Louis XI. of France did, for good luck. When the exhibition of the first number caused a rustle among the anxious waiters, he looked up, and I read disappointment on his face, but he was submissive; there were four chances yet, and he went on with his prayers. So, when the second came out. As the third was shown, I saw his weather-beaten face darken and the black eyes flash, but he resorted to his saint again. When a fourth came, evidently with the same result, he shook the image with an oath; but then, recollecting himself, he calmed down, and his half-uttered, imploring tones indicated a last, fervent intercession. Then, trembling with agitation, he waited the final chance. It came; and with a heart-spoken "Maladetto!" he flung the image on the ground, and trampled it under foot.—*Atlantic Monthly.*

SPONGES.

Very briefly, then, let us try to peer into the inner depths and mysteries of sponge-existence. We already know that our domestic sponge formed part of a living being; that, in short, the living part of the sponge manufactured or secreted the horny, fibrous material which forms so important an object of commercial pursuit. And the living portion of the sponge consisted of a whitish gleary-like jelly, which coated the horny material outwardly, and also lined the canals that permeate every part of his internal structure. This whitish living jelly we know as "sarcode," or "protoplasm;" but concerning its exact nature, or its relations with the mysterious principle we term "life," we know but little; although speculation and theory have not been wanting in the attempt to elucidate these relations. My readers will doubtless be familiar with the "protoplasm" battle in many of its varied phases; but in the present instance we have nothing whatever to do with controversy or argument, and so we simply recognise the "vital" nature of this sarcode, or living jelly, and its capability of itself to constitute a perfect living being, able to carry on all the functions which appertain to the living state. We see it forming the bodies of most of the lower and microscopic animals; and in our sponge it constitutes, as we have seen, the truly living and vital portion of this curious animal form. Now the living sponge-flesh is in turn made up of a multitude of individual portions, each of which is known as a "sponge-particle;" and hence the apparently uniform living matter is found to be composed of an aggregation of semi-independent particles. The entire organism known as a sponge, therefore, in virtue of this constitution of its living portion, is of a compound nature. The little sponge-particles are in fact, so many minute individual beings, which massed together, constitute an organic colony; and upon this living colony devolves the manufacture of the fibrous or horny structure we know as the sponge. If we obtain a sponge fresh from the chemist's shop, and shake it over a sheet of paper, we may extract therefrom a number of hard grains or particles, which the uninitiated observer would doubtless regard as mere grains of ordinary sand. And we all know the trouble which the coarser sponges give us, when we try to get rid of the "grit," or hard particles, which are commonly imbedded among the horny fibres of the sponge. But if we examine these little mineral particles by aid of the microscope, we shall find them to present certain definite shapes, and to exhibit evidence of being distinct structural parts of the sponge. We may thus distinguish mineral particles which are like three-rayed stars; Others exhibit an appearance like an anchor with double flukes, one set at either end; and others may exist as needles. We thus notice in our sponge a second kind of skeleton, represented by these mineral particles of flint or lime; and to these little bodies the general name of "sponge-spicules" has been given. These spicules, therefore, form a kind of interlacing network of mineral matter, which, distributed throughout the softer horny skeleton, serves to strengthen and support the skeleton, with the living flesh which invests the whole structure. An ordinary living sponge is therefore a complicated colony of semi-independent bodies, which secrete a horny fibre with its interlacing mineral particles; and by these latter structures the living matter is thus bound together.—*Cassell's Magazine.*

CHARACTER IS CAPITAL.

What you can effect depends on what you are. You put your whole self into all you do. If that self be small, and lean, and mean, your entire life work is paltry, your words have no force, your influence has no weight. If that self be true and high, pure and kind, vigorous and forceful, your strokes are blows, your notes staccatos, your work massive, your influence cogent—you can do what you will. Whatever your position, you are a power, you are felt as a kingly spirit, you are as one having authority. Too many think of character chiefly in its relation to the life beyond the grave. I certainly would not have less thought of it in reference to that unknown future, on the margin of which some of us undoubtedly are at the moment standing. But I do wish that more consideration were bestowed upon its earthly uses. I would have young men, as they start in life, regard character as a capital, much surer to yield full returns than any other capital, unaffected by panics and failures, fruitful when all other investments lie dormant, having as certain promise in the present life as in that which is to come. —*A. P. Peabody.*

THE TRADE IN MANUSCRIPT SERMONS.

A story is told, and it may be averred, says the *Rock*, that it is "founded on fact," that in a certain cathedral city there once dwelt two ministers of the gospel—one, we will call him John Brown, a member of the Cathedral body; and another of the same name, a poor Independent minister. The similarity of address led to some unfortunate *contretemps*; letters and parcels intended for one J. B. went to the other J. B. On one occasion the Cathedral J. B. became angry on opening a parcel not intended for him, and he consequently addressed the following note to Mr. J. Brown;—"Sir,—If you had not assumed a title to which you had no right, this mistake could not have occurred. Your obedient servant,"—&c. The Nonconformist bided his time in silence. Not long after this, however, he too opened a parcel intended for his High Church brother. It contained a considerable supply of manuscript sermons. Upon this the dissenting brother addressed the following retort courteous to the minor canon:—"Rev. Sir,—If you had not undertaken an office for which you are wholly unfit, this accident could not have occurred. Your obedient servant, J. B."

An American paper has produced the following metaphoric paragraph:—Chicago has a man mean enough to steal a 600 dollars bond from his blind mother. The person who could steal acorns from a blind hog has an easy superiority in meanness.

The American newspapers contain a despatch from the Governor of a Mexican district to his superior, giving details of the burning of two men and a woman by his orders for bewitching a citizen, and failing to cure him after promising to do so. The bonfire was made in a public square, and surrounded by a guard of sixty men. After the fire was lit the victims promised to give up their charms if they might be released, but after the charms had been obtained they were reconducted to the stake, and the cruel sentence carried out. The bonfires were kindled by persons supposed to be accomplices, who were thus warned of what would be their fate if they continued their sorceries. From the tone of the Governor's despatch he evidently expected the approval of his superior.

Insurances.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at Current Rates.

HOLLIDAY, WISE & Co.

tf 1058 Hongkong, 15th October, 1868.

CHINESE INSURANCE COMPANY, (LIMITED).

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two-thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premia contributed by each, the remaining third being carried to Reserve Fund.

OLYPHANT & Co., *General Agents.*

tf 951 Hongkong, 17th April, 1873.

YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.

CAPITAL AND SURPLUS 800,000 TAELS.

POLICIES granted on *Marine Risks* to all parts of the World, at current rates.

This Association will, until further notice, provide out of the earnings, first for an interest dividend of 15%, for shareholders on Capital, and thereafter distribute among Policy holders annually, in cash, ALL the profits of the Underwriting Business *pro rata* to amount of premium contributed.

RUSSELL & Co., *Agents.*

tf 1089 Hongkong, 9th July, 1872.

Insurances.

PHŒNIX FIRE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20%) upon the current local rates of premia will be allowed upon insurances effected with this Company.

DOUGLAS LAPRAIK & Co., *Agents.*

tf 1192 Hongkong, 27th June, 1872.

NOTICE.

ROYAL INSURANCE COMPANY.

THE Undersigned are prepared to grant Policies against Fire in the above Company at current rates, subject to a discount of 20 per cent.

ROB. S. WALKER & Co., *Agents, Royal Insurance Company.*

tf 1617 Hongkong, 1st October, 1873.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST. A.D. 1720.

THE undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.

Policies issued for long or short periods at current rates.

A discount of 20% allowed.

LIFE DEPARTMENT.

Policies issued for sums not exceeding £5,000, on reasonable terms.

HOLLIDAY, WISE & Co.

tf 1363 Hongkong, 26th July, 1872.

Insurances.

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

THE undersigned having been appointed Agents for the above Company, are prepared to accept *risks against Fire at current rates*, subject to a bonus of 20 per cent.

SIEMSSEN & Co., *Agents.*

tf 39 Hongkong, 16th November, 1872.

PŒNIX FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents to the above Company at this Port, are prepared to grant Policies against Fire to the extent of £40,000, on Buildings, or on Goods stored therein.

DOUGLAS LAPRAIK & Co.

tf 717 Hongkong, 8th November, 1868.

LONDON AND PROVINCIAL MARINE INSURANCE COMPANY.

THE Undersigned having been appointed Agents in Hongkong for the above Company, are prepared to grant Marine risks at current rates.

AUGUSTINE HEARD & Co.

tf 471 Hongkong, 1st March, 1872.

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned having been appointed Agents for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.

MELCHERS & Co.

tf 674 Hongkong, 1st May, 1872.

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20%) upon the current local rate of premia will be allowed upon insurances effected with this Company.

DOUGLAS LAPRAIK & Co., *Agents.*

tf 1183 Hongkong, 27th June, 1872.

QUEEN INSURANCE COMPANY.

FROM and after this date, and until further notice, a Discount of Twenty per cent. (20%) upon current local rates of Premia, will be returned on Insurances against fire, effected with this Office.

EDWARD NORTON & Co., *Agents.*

tf 1174 25th June, 1872.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan; and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above-mentioned Ports.

No charge for Policy fees.

JAS. B. COUGHTRIE, *Secretary.*

Hongkong, 1st November, 1871. [tf 385

NOTICE.

THE QUEEN INSURANCE COMPANY.

THE following rates will be charged in future for SHORT PERIOD Insurances, viz.:—

Not exceeding 10 days,	¼ of the annual rate.
Not exceeding 1 month,	½ do. do.
Above 1 month and not exceeding 3 months,	¾ do. do.
Above 3 months and not exceeding 6 months,	¼ do. do.

EDWARD NORTON & Co., *Agents the Queen Insurance Company.*

tf 242 Hongkong, 22nd January, 1870.

HONGKONG MARKETS.

As Reported by Chinese on the 17th August, 1874.

COTTON GOODS.

COTTON YARN, No. 16 a 20	per picul	$102.00 a $116.00
" 28 a 32	"	112.00 a 118.00
" 36 a 42	"	120.00 a 128.00
GREY SHIRTINGS, 7 a 7½ lbs	per piece	$1.65 a 1.80
" 8 a 8½ lbs	"	2.20 a 2.45
" 9 a 10 lbs	"	2.75 a 3.25
WHITE SHIRTINGS, 56 a 60 reed	"	2.05 a 2.30
" 64 a 66	"	2.45 a 2.60
" 68 a 80	"	2.60 a 3.45
WHITE SPOTTED DO.	per piece	2.50 a 2.85
WHITE BROCADES	"	2.25 a 2.50
AMERICAN DRILLS, 30 yards	"	2.60 a 2.65
" 40 "	"	3.35 a 4.00
GREY T-CLOTH, 24 yds & 32in. 7 lbs.	"	1.80 a 1.85
" 24 " & 36 " 8 lbs	"	2.20 a 2.22
DYED SPOTTED SHIRTINGS	"	2.75 a 3.00
DYED BROCADE Do.	"	3.00 a 3.50
DYED DAMASK Do.	per piece	5.25 a 6.00
CHINTZ	"	1.80 a 1.85
HANDKERCHIEFS, Blue	per doz.	0.40 a 0.55
" Brown	"	0.60 a 0.65
" Red	"	0.75 a 0.80
VELVET, Black, 22 inch	per yard	0.21 a 0.22
" Gentian, 22 "	"	0.18 a 0.18
VELVETEENS, Black	"	0.22 a 0.23

WOOLLEN GOODS.

SPANISH STRIPES	per yard	0.75 a 0.78
LONG ELLS, *HM* Scarlet	per piece	9.50 a 9.60
" Assorted	"	8.70 a 8.80
HR Scarlet	"	9.40 a 9.50
" Assorted	"	8.60 a 8.70
CAMLETS, 888	"	16.50 a 17.00
" 88	"	13.00 a 13.00
" 8	"	19.00 a 19.50
BBB	"	20.00 a 20.50
LASTINGS, *DD*	"	14.50 a 15.00

METALS.

IRON, Nail Rod Nos. 1 a 6	per picul	3.85 a 4.10
" Hoop	"	4.50 a 4.65
" Bar	"	3.65 a 3.80
" Wire	"	8.25 a 9.00
LEAD	"	7.00 a 7.20
STEEL, English	per lab.	4.75 a 4.80
" Swedish	"	4.00 a 5.10
TIN, Malacca	per picul	28.50 a 28.50
TIN PLATES	per box	7.80 a 8.00
SHEATHING METAL	per picul	33.40 a 38.00
QUICKSILVER, English	"	185.00 a 190.00
" American	"	188.00 a 190.00
SPELTER	"	7.00 a 7.05

PRODUCE.

COTTON, Shanghai	per picul	14.00 a 14.70
" Ningpo	"	15.20 a 15.50
" Tientsin	"	15.50 a 15.70
" Shantung	"	14.50 a 15.00
" Bengal	"	11.00 a 14.50
ALUM	"	1.70 a 1.85
SAPAN WOOD, Japan white	"	3.90 a 4.10
" Black	"	3.20 a 3.50
RICE, Bengal, Cargo No. 1	"	2.45 a 2.50
" Siam, white	"	2.20 a 2.25
" Siam, white	"	1.85 a 1.90
" mill cleaned	"	1.75 a 1.80
" Manila	"	2.35 a 2.40
" Singapore	"	2.20 a 2.25
" Saigon	"	1.70 a 1.72
" Arracan	"	2.10 a 2.15
" Rangoon	"	2.35 a 2.40
SALTPETRE	"	5.75 a 5.50
COAL, ANJOL	per ton	
" English steam	"	14.50 a —
" American Anthracite	"	18.50 a —
" Sydney	"	9.75 a —
WINDOW GLASS	per box	3.80 a 3.90
STRAITS PRODUCE, &c.		
RATTANS, Straits	per picul	5.50 a 6.00
" Bankar	"	4.00 a 5.50
CAPPEE, White	"	18.00 a 18.50
" Black	"	12.00 a 12.50
BETEL NUT	"	3.75 a 4.40
SANDAL WOOD, Malabar	"	4.10 a 4.50
" South Seas	"	15.00 a 17.50
SAPAN WOOD, Manila	"	1.70 a 2.00
" Siam	"	2.20 a 2.50
STONE, California, per sack of 50 lbs	"	1.30 a 1.35
" American, per barrel of 200 lbs	"	6.75 a 6.80
WHEAT, Tientsin	per picul	1.80 a 1.95
" California	"	2.25 a 2.30
SUGAR, Canton white, 1 a 3	"	6.75 a 7.30
" Dk. Brown	"	3.50 a 3.60
" West Coast, Dk. Brown	"	3.20 a 3.30
" Manila, Dry White	"	4.40 a 4.50
" Dk. Brown	"	3.75 a 3.90
CAMPHOR, packed	"	19.50 a 12.00
PEAS, White	"	1.85 a 2.00
" Green	"	2.10 a 2.25
" Black	"	1.75 a 1.90
" Yellow	"	1.70 a 1.85
MUSHROOMS	"	30.00 a 50.00
SEAWEED, Green	"	1.50 a 1.70
" Cut	"	2.70 a 2.75
MUSCLE, Dry Siam large	"	12.00 a 12.50
" " middle	"	8.25 a 8.50
" " Dried, small	"	5.50 a 6.50
VERMICELLI, Tientsin	"	6.00 a 6.75
BIRD'S NEST, Japan	"	14.20 a 15.00
" " Hankow	"	75.00 a 76.00

SHIPPING IN THE CANTON WATERS.

HONGKONG.

Vessels.	Captains.	Flag & Rig.	Tons.	Consignees.	Destination.
STEAMERS.					
Albay	Abertis	Span. str	260	D. Lapraik & Co	*In Dock*
China	T. S. Gardner	Brit. str	900	D. Sassoon, Sons & Co	Singapore, &c.
Consolation	L. Colmack	Brit. str	761	Chinese	
Danube	Hopkins	Brit. str	561	Tack-mee	
Emoy	Artadi	Span. str	232	R. W. Lowndes	Manila
Fame	Vicary	Brit. str	116	H. K. & W. Dk. Co	*Tug Plying*
Feiwan	Benning	Brit. str		A. Heard & Co., Agent	
Hanyang	Bell	Brit. str	290	Master	
Kinshan ‡	Cary	Brit. str	1050	A. Heard & Co., Agents	
Kiu-Kiang ‡	Benning	Brit. str	1061	A. Heard & Co., Agents	
Kwangtung	Pitman	Brit. str	491	D. Lapraik Co	East Coast
Lee-yuen	Teesdale	Chi. str	74	Chinese	
Little Orphan	Benning	Brit. str	40	H. K. & W'poa Dock Co	
Lord of the Isles	Dowdy	Brit. str	1813	Gilman & Co	
Norna	Koch	Brit. str	603	Kwok Acheong	
Orissa	W. H. Pockley	Brit. str	1100	P. & O. S. N. Co	
Pawtuxet	E. Smith	Amr. str	280	Aug. Heard & Co	Macao
Pearl	H. L. Munk	Brit. str	705	Chinese	
Powan	A. H. Benning	Brit. str	1890	A. Heard & Co., Agents	*Laid up*
Poyang §	Carroll	Brit. str	821	A. Heard & Co., Agents	
Sir J. Jeejeebhoy		Brit. str	101	Kwok Acheong	
Visayas	D. de Tremoya	Span. str	214	H. Kimr	
White Cloud		Brit. str	380	A. Heard & Co., Agent	*Laid up*
Yo-sai		Brit. str	180	Kwok Acheong	
‡ *Running between Hongkong and Canton.*					
§ *Running between Macao and Hongkong.*					
SAILING VESSELS.					
Amoy	F. T. Voigt	Siam. bk	262	Chinese	
Annie Gray	Robertson	Brit. sh	727	Rozario & Co	Borneo
Asturiana	R. Mendes	Span. bk		Lane, Crawford & Co	
Avonmore	R. Corfield	Brit. sh	1260	Russell & Co	San Francisco
Belle Sauvage	J. W. Finch	Ger. sh	850	Bimboke	Shanghai
Beautiful Star	G. Belton	Brit. sh	560	Vogel, Hagedorn & Co	London
British Empire	Geo. Rowe	Brit. bk	483	Arnhold, Karberg & Co	Iloilo
Bustarina y Union	Merlocachevan	Span. sch	152	Remedios & Co	
Charmer	Lucas	Amr. sh	1530	P. & O. S. N. Co	
Cecilia	Jose Ribeiro	Port. bk	433	Remedios & Co	*For Sale*
Ocean	Hernsheim	Ger. sch	120	Captain	
Comet	Bray	Amr. sh	1157	Messageries Maritimes	
Denmark	Blomberg	Siam. bk	338	Chinese	
Dronning Louise	Hondo	Dan. bg	268	Ed. Schellhass & Co	
Emigrante	L. Castagnino	Peru. sh	946	Wm. Pustau & Co	Callao
Enterprise	Stokmeyer	Brit. bk	450	Chinese	
Everhard	Horseman	Ger. bk	682	Aug. Heard & Co	New York
Evening Star	L. Brahn	Siam. bk	414	Chinese	
Fleetwing	Guest	Amr. sh	829	P. M. S. S. Co	Manila
Highlander	Willcomb	Amr. sh	1352	Aug. Heard & Co	San Francisco
Hongkong	Frendenberg	Siam. sh	436	Chinese	
Joachim Christian	Reimer	Ger. bk	430	Wm. Pustau & Co	
Juan F. Pearson	Le Boeuf	Brit. bk	526	Vogel, Hagedorn & Co	New York
Kutinka	P. F. Kofold	Siam bg	259	Chinese	
Kim-yung-tye		Siam. bg	229	Chinese	
Lathley Rich	Mitchell	Amr. sh	1327	P. & O. S. N. Co	
Lotte	Hildebrand	Ger. bk	400	Bourjau & Co	
Maid of Judah	A. W. Webb	Brit. bk	643	Rozario & Co	
Maria y Vicente	Santawloma	Span. bk	384	Remedios & Co	
Melbrek	Pierce	Brit. sh	870	A. Mack. Heaton	London
Menshikoff	Bannister	Amr. bk	223	Vogel, Hagedorn & Co	San Francisco
Mindanao	C. Smith	Brit. sh	428	Rozario & Co	
Miss Kilkmansegg	Finlayson	Brit. bg	229	Order	Tientsin
Morning Light	Obaston	Brit. sh	1277	P. & O. S. N. Co	San Francisco
Omega	C. Bruce	Brit. bk	480	R. Duncan & Co	
Onward	Stimson	Brit. sh	606	Rozario & Co	
Orange Grove	Hildebrandt	Brit. bk	385	Rozario & Co	Melbourne
Princess Seraphi	W. Manchau	Siam. bk	454	Chinese	
Rapid	P. Rent	Siam. bk	429	Chinese	
Rosa	Castillo	Span. bk		Brandao & Co	Manila
San Juan	A. Urtubiaga	Peru. sh	1406	Vogel, Hagedorn & Co	New York
S. Ka Cham Boarn	Brickson	Siam. bk	411	Chinese	
Seaforth	Bernot	Siam. bk	311	Chinese	
Sophie	Ohlsen	Ger. bg	210	Bourjau & Co	Singapore
Sadan	A. C. Ossau	Ger. bk	400	Ed. Schellhass & Co	
Teresa	Barcelo	Span. bk	261	Siemssen & Co	
Theresa	Mudgett	Amr. sh	1020	Captain	
Water Lily	J. Heddle	Brit. bk	379	Chinese	New York
RECEIVING VESSELS & HULKS.					
Chase	Webster	Pw. Mag.	283	Harbour Master	
Fort William	Purnhase	Hulk	1066	P. & O. Co	
John Adam	Stroud	Hulk	318	Water Police	

H. M. S. SHIPS IN THE CHINA SQUADRON.

Name.	Rig.	Guns.	H.P.	Captain.	Where At.
Avon	doub. sc. gun vs.	4	120	Comr. Powlett	Singapore
Charybdis	Steam Corvette	17	400	Captain T. E. Smith	Singapore
Curlew	doub. sc. gun vl.	3	160	Comdr. E. J. Church	Tientsin
Dwarf	doub. sc. gun vl.	4	20	Comdr. B. W. Bax	Nagasaki
Elk	doub. sc. gun vl.	4	120	Comdr. J. B. Barnett	Hongkong
Flamer	Hospital	—	—	—	Hongkong
Frolic	double sc. gun vl.	4	100	Comdr. C. E. Buckle	Vladivostok
Growler	doub. sc. gun vl.	4	120	Com. W. Stewart	Amoy
Hart	double sc. gun vs.	4	120	Comdr. T. H. Cope	Singapore
Hornet	double sc. gun vl.	4	120	Comdr. Cameron	Nagasaki
Iron Duke	doub. sc. iron sh.	14	800	Capt. W. Arthur	Vladivostok
Kestrel	double sc. gun vl.	4	100	Comdr. Theobald	Foochow
Mentor	Military Hospital	—	—	—	Hongkong
Midge	doub. sc. gun vl.	4	120	Comdr. Grant	Vladivostok
Modeste	Steam Corvette	14	340	Capt. M. J. Thomson	Foochow
Mosquito	gun-boat	4	60	Lieut. Comr. Paul	Hankow
Opossum	gun-boat	3	60	—	—
Princess Charlotte	Receiving ship	12	—	Com. J. E. Parish	Hongkong
Ringdove	doub. sc. gun vl.	3	160	Comr. Singleton	Vladivostok
Swinger	doub. sc. gun vl.	2	60	Lieut. Comr. Bolitho	Nagasaki
Sylvia	double sc. gun vl.	—	160	Captain St. John	Kobé
Thalia	Steam Corvette	6	400	Capt. H. B. Woollcombe	Yokohama
Thistle	doub. sc. gun vs.	4	120	Comr. F. Stirling	Nagasaki

FOREIGN MEN-OF-WAR IN HARBOUR.

Name.	Nation.	Tons.	Guns.	Captain.
Dang-wee	Ann. gun-boat	250		O'Sullivan
Fredrich	Austrian cor.			Osterredeher
Patino	Spanish cor.	1200		Zamento de Mario

SHIPPING IN THE CHINA WATERS.

Vessel.	Captain.	Flag & Rig.	Tons.	Consignees.	Destination.
WHAMPOA. STEAMERS.					
Linin		Brit. str	69	Kwok Acheong	
WHAMPOA. SAILING VESSELS.					
Bengali	Morton	Brit. bk	415	Chinese	
Crested Wave	Renoup	Brit. bk	345	Chinese	
Faugh Balaugh	O'Keefe	Ger. bk	277	Carlowitz & Co	
Irene	Behrens	Ger. sch	263	Carlowitz & Co	Hamburg
Johanna Marie	Schutt	Dan. bk	356	Rozario & Co	
Rifleman	Bishop	Brit. sh	505	Russell & Co	New York
Sing Tai	H. Beeching	Brit. bk	380	A. MacG. Heaton	London
CANTON					
Chen-jui	Poynter	H.I.C.M.	g-b.	Customs Chop	
Ching-Sing	E. Choy	H.I.C.M.	g-b.		
Demerara			